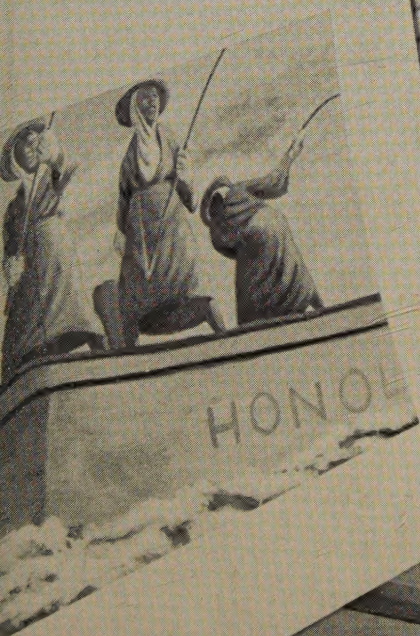
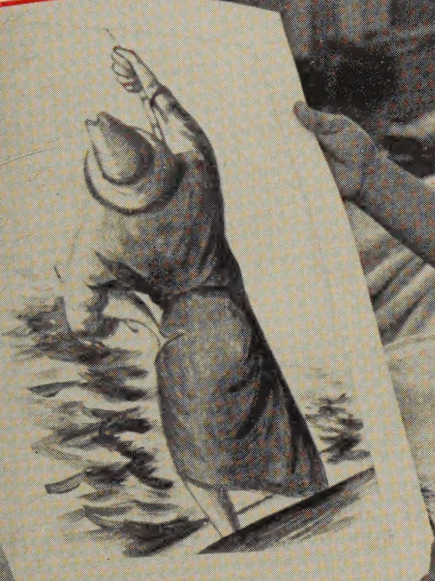


AN- AMERICAN fisherman

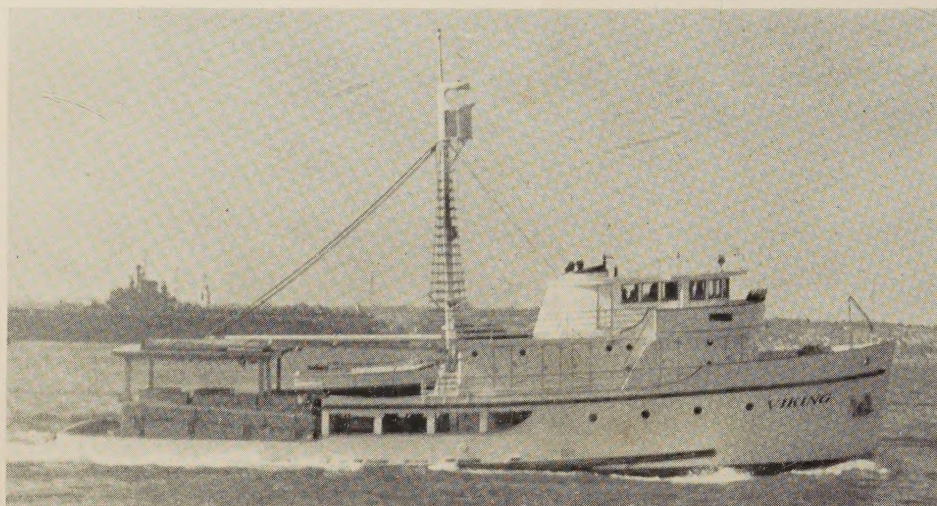


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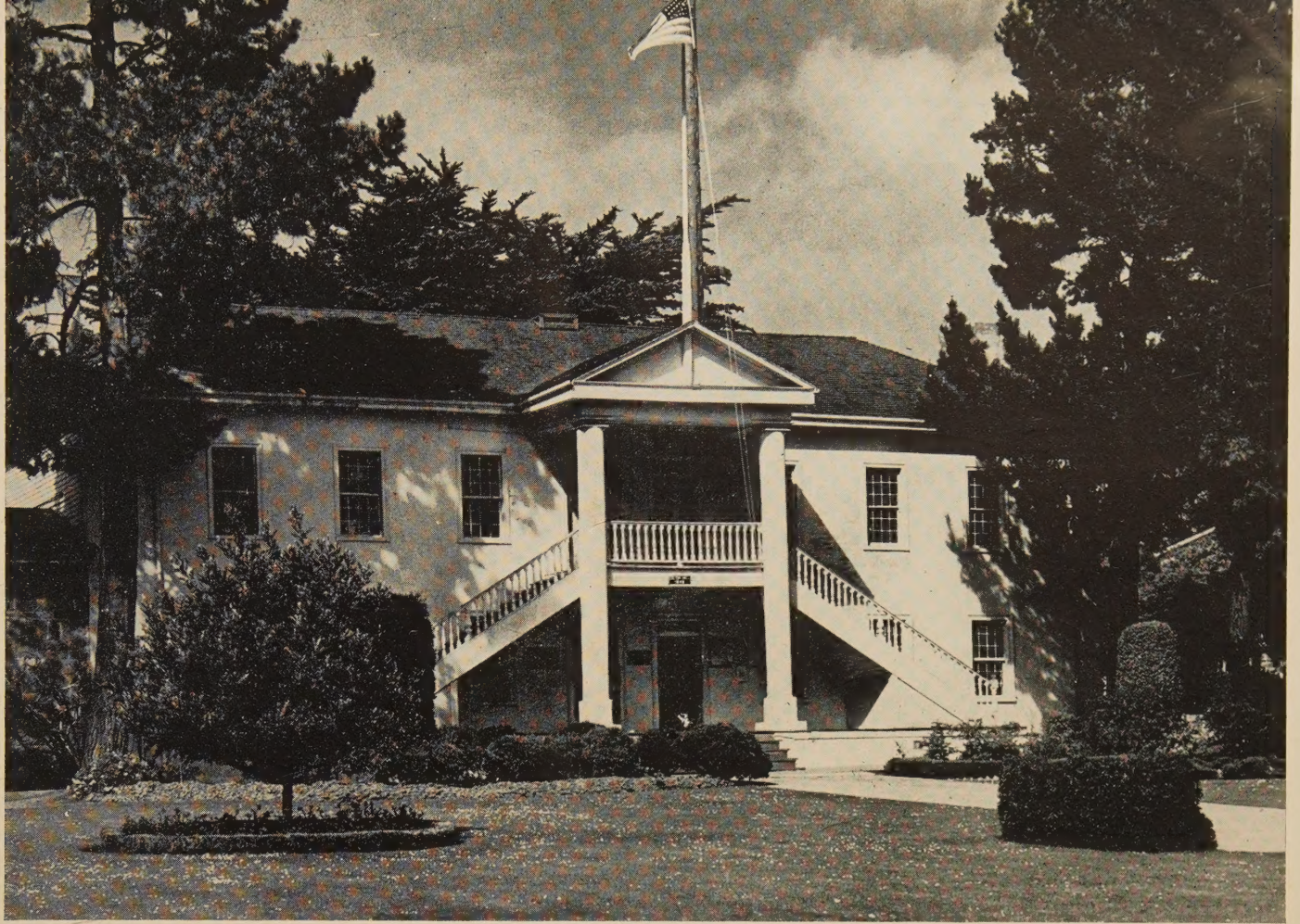
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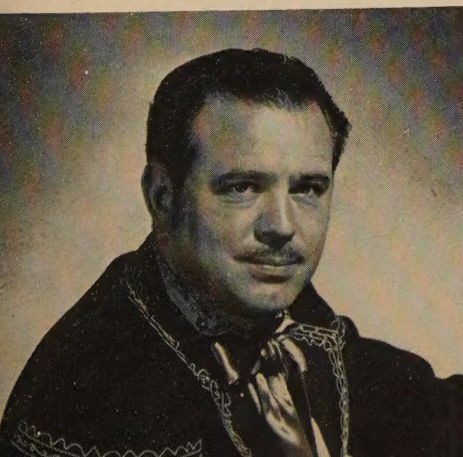
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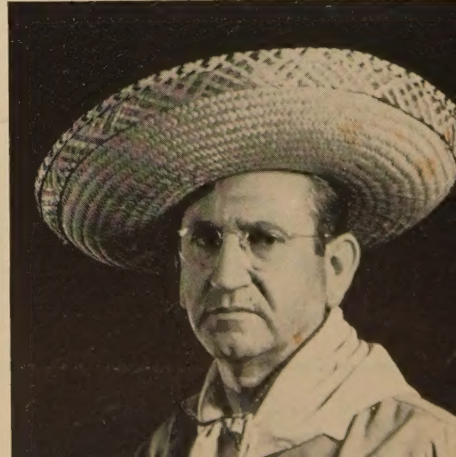


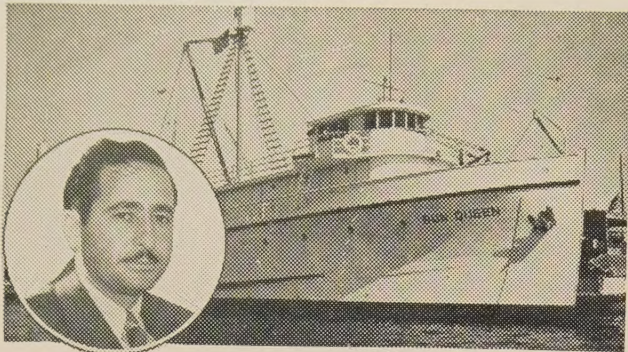
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THE COVER

Artists in Hawaii find tuna fishing an interesting subject. Here David Lopez, a tuna fisherman, displays painting to other fishermen, who examine them with interest. The painting is part of a collection which Hawaiian artist Louis G. Pohl exhibited in the east and midwest last fall.

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A Journal Published Monthly
Serving the Pan-American Fisheries

Volume 3 Number 4

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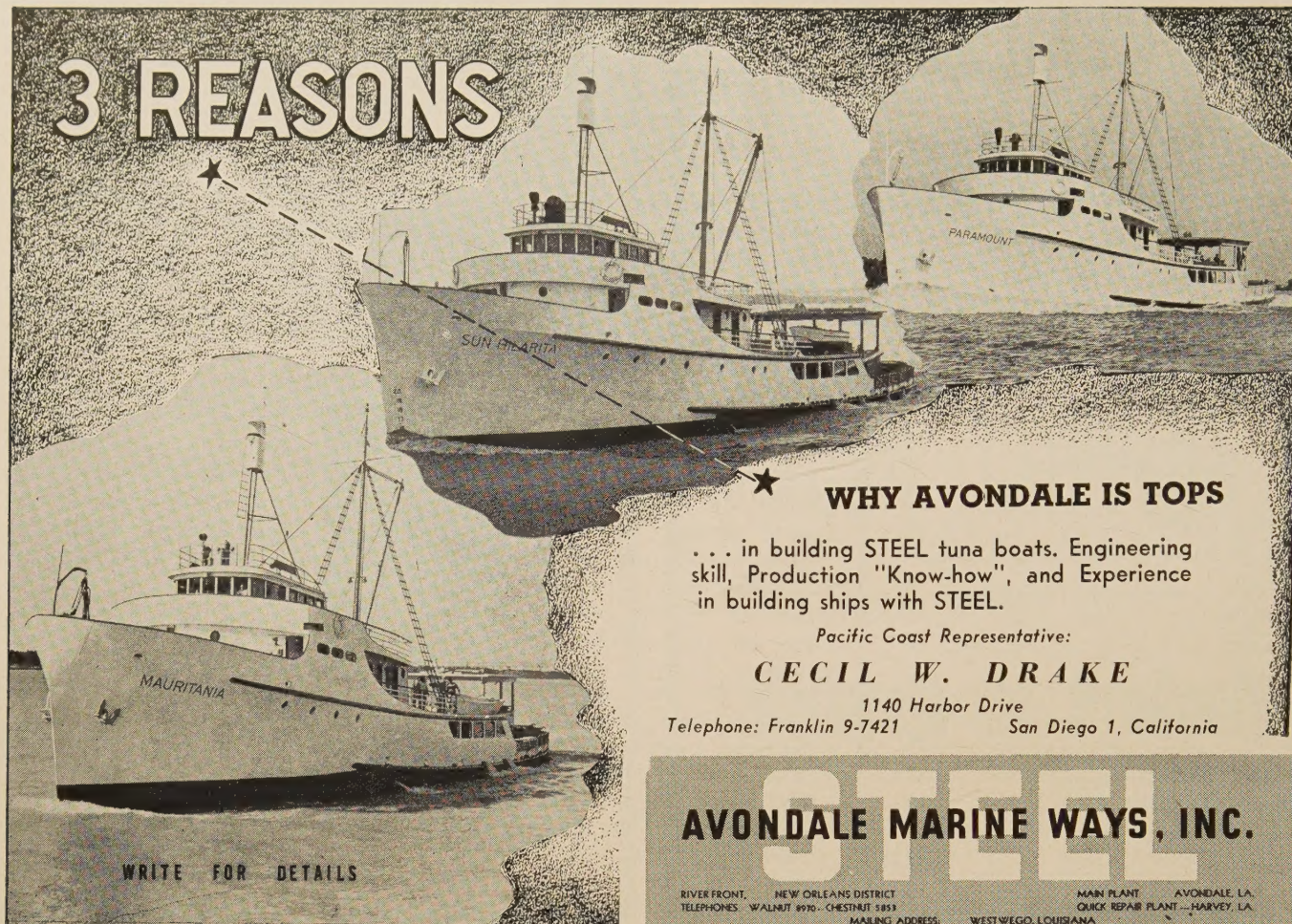
JERRY Lee Pecht's editorial, dealing with the Red Cross drive for funds this year, is something everyone should read. It represents a pretty hefty message, and, inadvertently, some of the feeling which Pecht has gained by watching the organization work on various disasters has crept into his writing. Like many another veteran reporter, Pecht has been on the same ground with Red Cross workers when death and destruction, of one nature or another, struck; and one in particular has stuck in his craw. The occasion was when the Republican River, adjacent to Oxford, Nebraska, overflowed and inundated miles of territory, drowned more than 50 persons and left homeless hundreds more. The time was 1936, and Pecht, who was a Special Events reporter for Radio Station KFAB, Lincoln, Nebraska, was forced to fly to the scene in an old Curtiss-Robin plane and crash-land to fulfill his assignment. The Republican River, normally a stream no more than forty feet wide in that area, had overflowed to about four miles, and, fed by snows and rain which had clogged Cherry Creek, its Colorado source, was widening steadily. The fight against hunger, exposure and disease, which was carried on solely by the Red Cross, lasted for six days before it was brought under control. "An example of the conditions under which this organization worked is illustrated by the fact that it managed to get motor boats from as far away as Chicago," says Pecht. "Further, the workers, almost without exception, were forced to enter the territory from crash-landed planes. There was no airfield." Pecht, who, at 36, has spent twenty years in radio reporting, production, and direction, also was on the ground when the Japanese bombed Pearl Harbor, where he got another bird's-eye view of the Red Cross at work. Currently, he is program director for San Diego's Don Lee Station, KGB, has been in the city for about six years, and, among other civic activities, he is 1949 Di-



rector of Public Information for the Red Cross Fund Drive. But his message is not confined specifically to the San Diego area. It's a universal appeal. You'll find it on page 8.

WE were, to use an understatement, interested in the speeches given to participants of the 42nd Annual Convention of National Cannery Association at Atlantic City, January 17, 1947, by Dr. Wilbert McLeod Chapman and Dr. Lionel A. Walford. Both talks were strong, to the point, and both represented thought of a very serious nature. In this sort of thing, of course, Walford and Chapman are in their elements, as the men represent opinions based on lifetimes of scientific study, with fisheries matters the guinea under glass. Walford, who is Chief, Branch of Fishery Biology in the U. S. Fish and Wildlife Service, Department of the Interior, was born in San Francisco, California, in 1905, and began his career with the appointment as Biologist of the International Fisheries Commission, which was organized under the convention between the United States and Mexico, in 1926. With abrogation of the treaty, he returned to Stanford University, Palo Alto, California, and received his A.M. degree in 1929. Following a hitch with the California Fish and Game Commission, on a part-time basis, Walford attended Harvard University on a scholarship, receiving his M.A. and PH.D. degrees, in 1933 and 1935, respectively. Since that time he has moved steadily up, and has even found time to write several volumes of stuff relative to fishing and fish. In his present capacity, of course, he has a high-powered colleague in Dr. Chapman. Chapman was born in the little fishing community of Kalama, Washington, and, since birth, he has been connected with fisheries. Raised among fishermen, he even worked around fishing plants; was graduated from the School of Fisheries, University of Washington, with a B. S. degree in 1932.

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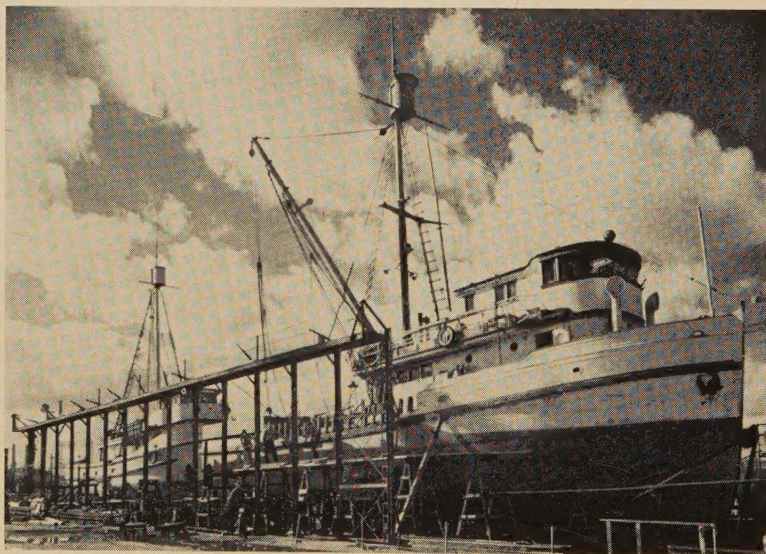
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Let's Talk It Over

RECENT events, as they transpired at the Mayflower Hotel in Washington, D. C., have left me as confused as a man who considers himself normally sensible could possibly be. And I am moved to ask, as the result of this, just what in the realm of hell and high water can the Truman Administration be thinking about? Reports, as they reached this magazine from the Nation's Capitol, say the attitude of high Government officials is: "The tuna business can go to pot rather than jeopardize our foreign policy" (regarding the Reciprocal Trade Agreement). "If the American fishing industry cannot compete with foreign fisheries they will have to put something else in their cans." This reasoning, if bona fide, is nothing short of incredible. With the present tax structure so utterly tyrannous that the average businessman can barely keep his head above water, the Government would, if this attitude is any criterion, add coals to the blaze by wiping out an industry in the interest of its internationalism!

We are frankly afraid of the government's position on foreign importations of frozen and canned fish. It is ridiculous to permit foreign products to enter the country in alarming quantities, which are constantly increasing, at the sacrifice of America's oldest industry. This industry has offered gainful employment to thousands of Americans since the days of Columbus. It has helped build solid communities. It has proved itself important in the national economy, creating wealth which, in its turn, has helped build cities, steamship lines, railroads, freezing plants, heavy machine industries, banking institutions and literally hundreds of other American enterprises. It has done these things through pioneer courage, individual initiative.

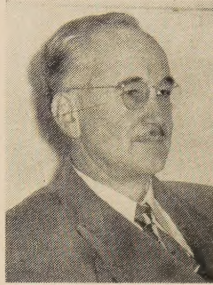
But every day we unearth startling facts on the situation which is faced today by our fishing industry. Here are some of them, and they have a deadly potentiality: Modern fast production canneries in South America, capable of pouring out colossal quantities of canned tuna are now in operation. Huge freezing plants equipped to freeze and keep 2,000 tons of tuna at a clip are also in operation in these same areas. Freeze outs of American vessels, by constant extension seaward of oceanic jurisdictional limits by foreign governments, are the order of the day. Reciprocal agreements that are brazenly one-sided, giving the foreign countries the break and breaking home industry are made.

That the industry is getting a kicking around by the Ways and Means Committee is no secret. This group frequently has indicated through the news services to daily papers that they don't know what government department or bureau is responsible for remedial actions. It is odd that a committee presumed to be so important should be thrown into a spin by what should be a very simple answer. Here are some facts and figures that the Ways and Means group should study. If, that is, these gentlemen are not too busy.

Fish imports through New York and Boston

Year	Pounds canned fish imported
1946	3,851,204 lbs.
1947	6,147,898 lbs.—All canned tuna or like.)
1948	11,152,422 lbs.

THIS 1948 figure represents only 9 months of that year. In addition to this, during the same period of 1948, there were imported 6,694,315 lbs. of frozen tuna. It came from the following nations: Canada, Mexico, Costa Rica, Peru, and Japan. Japan's share was 2,015,276 lbs. The nine months figure for 1948 is almost 4 times that of 1946. Add to this the frozen poundage and you can clearly see what is happening to the American Fishing industry.



January Importation of Tuna and Tuna-like canned fish. (New York Harbor)

	Cases	Pounds	
Jan. 1-----	20,902	487,746	Peru
Jan. 3-----	3,500	80,500	Peru
Jan. 4-----	1,291	29,693	Peru
Jan. 10-----	10,000	230,000	Peru
Jan. 13-----	2,000	46,000	Peru
Jan. 13-----	19,994	459,862	Peru
Jan. 15-----	3,000	69,000	W. Africa
Jan. 15-----	230	5,290	England
Jan. 17-----	200	4,600	England

71,177 cases 1,412,691 pounds
in 17 days at New York and Boston

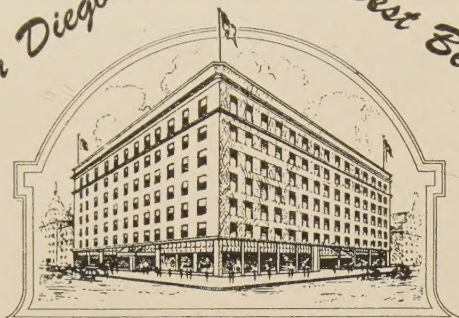
HERE on the West Coast many canneries have come to grief, more undoubtedly will suffer. Foreign exports have dropped off seriously, government buying has been greatly curtailed and our own consumer markets have become less active. Price resistance by home makers, due to lower incomes, have cut sales materially. Unemployment has become greater which, in itself, has had quite an effect in the slow down of stocks on the grocers' shelf. All these elements have combined to cause a serious enough effect on the Western fishing and canning industry without our own Government, adding to the undue hardship through a deplorable lack of interest in such an important industry.

CARLTON Crawford, President of the National Fisheries Institute, spoke a mouthful when he said, "The fishing industry of America must now use the right of petition as guaranteed us by our Constitution. This must be done either by personal conversations, by telephone, by telegraph or letter, for in no other way can our national law makers understand how serious is this problem of unrestricted imports and steady loss of exports. Our Government must understand that unless some relief is provided for the fishing industry, our shore workers and fishermen will become idle; our plants and facilities will either close down or be forced to move to foreign countries in order to continue their business operations. Every member of the industry, whether a fisherman, shore worker, or an owner of boats, plants or equipment can do his part.

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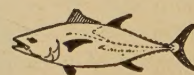
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Report From Washington

Claims to jurisdiction over the so-called "Continental Shelf," and the high seas, seemed to be the month's Number One pitch, at least from a standpoint of fisheries, if reports of numerous actions by other Governments during the past several weeks is to be given credence.



The U. S. Fish and Wildlife Service in Washington says, in its Market News Reports, that Iceland, for one, has set up:

"A motion for a resolution regarding territorial waters patrol and extension of the territorial waters of Iceland was introduced before the Joint Althing on November 23, 1948.



"The resolution calls upon the Icelandic Government to prepare and introduce in the Althing a bill regarding a territorial waters patrol. The bill is to include that the administration and supervision of the territorial waters patrol be handled by a special department of the Ministry of Justice, including control of fisheries and supervision of the equipment and actions of foreign vessels, especially in fjords and ports; that a sufficiently large and modern fleet of patrol boats with planes and other equipment for the patrol activities of the territorial waters be provided; and the patrol of the territorial waters be coordinated as closely as possible with life saving activities, control of fisheries, ocean researches and oceanography.



"In addition, the resolution urges the Government to enforce vigorously the legislation passed by the last session of Althing (1947) which authorized the Government to specify areas of protection at any point of the Icelandic coast within the confine of the coastal shelf and to establish regulations concerning their utilization; and to seek recognition through the United Nations of the historic and legal right of the Icelanders to extend their territorial waters to four nautical miles, and that all fjords and bay be considered part of the territorial waters."



D. B. Finn, Director, Fisheries Division, Food and Agriculture Organization of the United Nations, will leave Washington shortly for a brief holiday, during which he will stop off in San Diego, California, for a conference with Oscar deBeck, Publisher, Pan-American Fisherman magazine, on the subject of international fisheries problems. Finn will arrive by automobile, and a phase of his trip will involve a visit to his home in Vancouver, Washington.

—Marine Press Associations



TINY hand stretches above the water then slowly sinks. An alert youngster on the beach plunges into the water, reaches the child and tows it back to land and life. A normally-placid river, swollen from the heavy snows of winter, breaks its bounds and crashes through dikes to inundate a housing project. From unaffected areas of the town, and from hundreds of miles away come skilled volunteers, who bring hope and comfort for disaster-weary victims. A plane crashes in the deep swamps. From the nearest city come disaster workers, mobile rescue and canteen vehicles to treat shocked passengers, and provide food and life-keeping first aid treatment for the injured.

How much is this ability to save human lives worth? How much is one rescue worth?

It's hard to say, unless it's someone you love who has been rescued. Actually, each of these examples is proof that our finest moments are moments of the heart and spirit. A woman ministers to the sick and injured. A man goes hungry that another may eat. That quality has made it possible for the Red Cross—whether in San Diego, Vanport, Ore., at military bases overseas or at the scene of any disaster the world around—to carry on its missions of mercy year after year.

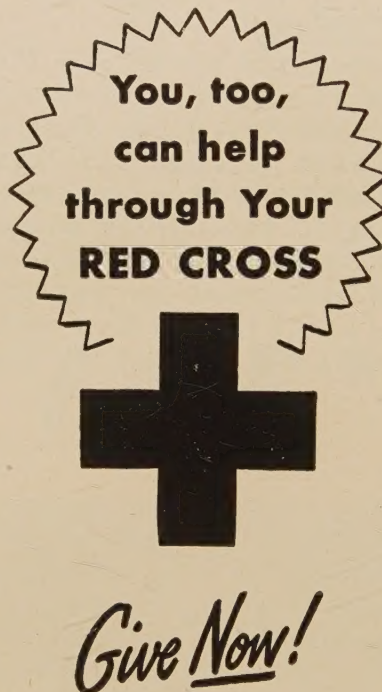
There are six of those missions, and they reach into every neighborhood of every community in the nation. A disaster need not be a Vanport flood; it can also be a fire raging in San Diego County's back country. That happened four times last year, and the Red Cross was on the job, with mobile disaster units and canteen cars to provide first aid treatment and food for red-eyed, weary forest fire fighters. Two San Diego women—Mrs. Cora Russell and Mrs. Frances Six—set a record that still draws gasps of amazement of the Chapter's headquarters in Balboa Park. The two were called out, with their emergency first aid unit, in the summer of 1948, when fire burned over 8,000 acres at Barrett Dam.

They were ready to go to work within two hours of the time the Forestry Service dispatcher sent a frantic appeal for help. For four days the two women stayed at the fire lines. They were forced from their first location by the flames, driving through a shower of coals to reach a new spot of safety. Dur-

ing these four days, Mrs. Russell and Mrs. Six treated more than 250 men for burns of all kinds, cuts, abrasions, heat stroke, shock and sprains.

That's an example, right at home, of the quality of mercy.

There's the service to the Armed Forces and to the veterans and their dependents. This work is carried on in San Diego by a group of paid workers and volunteers, and the number of persons aided reaches somewhat astronomical heights. A total of 67,000 members of the armed forces or their dependents, and veterans and their dependents, were served during the year. The National Red Cross sent \$428,000 to the area to help in the work, and the local chapter spent \$73,000 of its funds to carry out the mission.



NATIONALLY, for comparison, more than 1,567,000 individuals in these classifications were given help—loans or grants to meet financial emergencies, cigarettes, movies comfort articles and recreation for men in military and veteran hospitals, reports on validity of claims entered for emergency leave. All these come under the Red Cross.

In San Diego, more than 3000 persons, some of them commercial fishermen, received blood from the Community Blood Bank, co-sponsored by the Red Cross, which has the responsibility of obtaining donors, keeping records,

manning the galley. Altogether, 6,600 donors, again, many of them commercial fishermen, went through the routine to give a pint of blood that, in many cases, meant life for those who received it. The figures on water safety are nearly as amazing. More than 3200 water safety certificates were issued throughout the county to men and women, boys and girls who went through the Red Cross course. Many went on to take the Red Cross First Aid instruction, and 799 certificates were given to these students.

The 10,010 volunteers in that one county include all age groups—from youngsters in the lower grades, who pack gift boxes of essential and comfort articles for war-devastated lands, to 80-year-old Swedish-born Miss Ellen Anderson, whose skill at a sewing machine brought thousands of garments of all types for distribution in hospitals, at disasters and for shipment overseas. These things are cited only to show how that quality of mercy works in one county in a remote section of the United States. Project those figures to the national level: 312,000 persons were aided in national disasters at a cost to the National Red Cross of more than 12 million dollars. Six hundred chapters are taking part in the American Red Cross health and safety programs. More than half a million gift boxes have been sent overseas.

Nationally, the 264,700 volunteers who gave of their time on regular schedules served more than 13,000,000 hours, drove nearly 8,500,000 miles, made 40,500 layettes and completed more than 1,200,000 other garments to make living a little easier and a little happier for those hit by fire, flood, disaster or emergency. These are records that more than justify the existence of the Red Cross. They justify, too, the need for additional funds to carry on the program in the year ahead. In San Diego, the quota for the current campaign is \$321,000—less than one-third of what was raised in several of the war years in that city. Nationally, a total of \$60,000,000 is sought to continue these services to the nation.

Look at it any way you like, it's inexpensive insurance for the helping hand that the Red Cross extends when it is needed. Added to that, the fund campaigns give every one in the land an opportunity to serve their neighbors. The 1949 fund campaign slogan is very true:

"You, too, can serve through your Red Cross. Give generously."

—Jerry Lee Pecht.

Representatives, Reciprocity, Repasts

The news that there was free food laid out by the nation's commercial fishing industry at Washington, D. C.'s Mayflower Hotel brought out the politicians in droves on the night of February 15. More than 100 members of the United States Senate and House piled into the banquet room, took their places, and fell to. These included the Secretary of Labor, who, along with the rest, was being feted by businessmen faced with what they considered disaster; the dinner, it was hoped, would go a long way toward a more complete understanding of their plight. What the fishermen wanted was the Congress and the State Department to tighten up the importation of foreign fish products to a point wherein America's industry, saddled with high wages and high production costs, could compete. The steadily-increasing flow of foreign fish to American markets, the fisherman told the group, was "deadly," and, if not curtailed, the future might see his industry gutted. To do this, the 110-man delegation composed of labor and management indicated to the politicians, the Government should institute a "quota" system. Boosting of tariff on the imports would not do the job; the foreigners would only lower their prices to meet the discrepancy. Quotas on imports, on the other hand, would allow the American canners and packers to "share" their markets; the Americans to get enough business to stay in business, and the foreigners to get enough trade to make their export business worthwhile. The situation at present, they held, was unfair, in that many countries, such as South Africa, South America, et cetera, would allow very little of America's stuff to come across their borders in competition with their native output. South Africa, for instance, had banned such American items as salted fish, cod, haddock, hake, cusk, pollock, saithe, and ling. Yet, South Africa, under the American government's Reciprocal Trade Agreement, could dump about anything she wanted, in virtually any quantity, in the lap of Uncle Sam. South Africa and others, moreover, exercised their ban, a cute little trick. Under the guise of "luxury items," that country had managed to make its fish ban stick, whereas the American Government did not consider fisheries items, in the main, "luxury items."

"To Pot." Judge Bland, a fisheries leader for many years, was toastmaster



Hey, Unk! Not all the way open!

at the dinner; he was introduced by Congressman Clark Thompson, Chairman of the Fisheries Sub-Committee, who turned out to be quite a talker. He wanted labor and management to continue to study the problem, and to present the facts to his group. Bland, in turn, called upon Senator Brewster (Maine), representing the North; and Senator Ellender (D-La.), to fence for the South. For the House, he wanted statements from Congressman Thor Tollefson, (Rep. Wash.), George Bates (Rep. Mass.), Mike Kirwin, (D-Cal.). After this was taken care of, Jack Williamson, Fortune Fisheries, San Francisco, California, and George T. Harrison, Tilghman Packing Company, Tilghman, Maryland, conducted a discussion of the subject: Foreign imports. The politicians, over their cigars, fairly exuded sympathy. But the dinner broke up on a sour note. According to one member of California's fishing delegation the attitude was that nothing could

be done about it: "The tuna business can go to pot rather than jeopardize our foreign policy. If the American fishing industry cannot compete with foreign fisheries, they will have to revamp our plants and put something else in their cans."

Frying Pan To Fire. Later, between Tuesday and Wednesday of that week, 11 Congressmen in committee listened to various of the delegation urge a more equitable foreign import. Their industry, they repeated, could not survive if a reasonable quota system were not instituted. The hearings continued for hours, spaced by roll calls from the floor of the House, after which the politico summoned would trot out for a moment, then return to the Committee chamber for further discussion. Thompson, from the chair, complimented the delegation on its patience, and promised his Committee would study ways to iron out the situation. Then,

(Continued on page 36)

(If there is one touch, from a standpoint of emphasis, that George E. Peterson possesses in the matter of building boats, it would be involved in "dressing." The Peterson Boatbuilding Company craft, from the *Coronado* to the *Viking*, and back to the *Mermaid*, which, at present, is under construction, sparkle like Hapsburg necklaces. Here's a little dope on the man who builds them.)

By DOROTHY HARVEY
Marine Press Staff Writer

SEVERAL years ago George E. Peterson, a blond, bespectacled American of Swedish-Estonian descent who lives, breathes, and builds boats twenty-four hours a day, was on a shopping tour in downtown Tacoma, Washington, and, in the course of proceedings, he met Josie. She was likable, retiring, and Peterson, who has an eye for such things, immediately picked her up and took her to his refreshment bar in the Peterson Boatbuilding offices, Tacoma, for a drink. The day was hot; he was thirsty. The heat, or anything else, couldn't make Josie take a drink, however. She just didn't drink period. But she sat there on a stool while he had a couple, and when he got up to leave, she made no move to quit the place. Moreover, she has not left to this day, and there, sometimes surrounded by a crowd of admirers, but more often quite alone, she has stayed. Whether she actually likes Peterson's bar is a moot question, as Josie is both deaf and dumb. This affliction, happily enough, has not detracted from her popularity with guests. In point of fact, she is known, and has friends, among the fishing gentry from San Diego to Seattle, and even the wives of Peterson's acquaintances like her. Peterson's wife, as an example, considers her one of the family.

Josie is a Mannequin, or, if it is preferred, a clothing store dummy.

Peterson likes to see good clothes on either men or women, and, as the result, he keeps Josie dressed in the latest style. This element in his character is, of course, a tip-off to an instinct that may be seen in his boat building. The Peterson boats, during the past several years, have gained a reputation for being among the best-dressed of the Pacific Coast fishing fleet. His latest creation, the *Viking*, which was designed by the San Pedro naval architect, Arthur De Fever, and outfitted primarily by the San Diego, California, brokers, Drake and Bullen, for Captain Frank Brenha and associates of San Diego, is a good example. For one

George E. Peterson

Boats and Big Game

thing, the craft, while a wooden tuna boat, is reminiscent in lines of a fine Italian dueling sword. The instrument panel, for another, would make that of any expensive automobile look like a kitchen sink, and the living quarters would do credit to an outstanding interior housing design. Equipped with a Superior main engine of 465 HP, and two auxiliaries of 120 HP each, the vessel is a 98-footer and is capable of hauling in 160 tons of fish. In a word,

she represents, to Peterson, a number of years spent in poring over blueprints with an eye toward "dressing," and she probably comes as close as he will get, for many years to come, to a goal that calls for fishing boats to look like expensive yachts, and still fulfill their intended purpose. He should be able to run up distinctive craft. He's been building them long enough, and his father was at it before him.

(Continued on page 27)

Nimrod

Peterson and cronies with a sizable "take" from the Canadian wilds.





A business section on Alvarado Street in New Monterey (1949).

MONTEREY

(A CONTINUATION OF THE MONTEREY HARBOR STORY, THIRD ARTICLE IN A SERIES ON WEST COAST PORTS.)

By JOHN SPRINGER and SEYMOUR FRANCIS

DESPITE the American occupation, Monterey, so far as any concrete progress was concerned, still was a ramshackle village as late as 1900. Indeed, the town had backslipped to a point wherein there existed neither the hard-headed commercialism necessary to its solvency, nor the Old World feudal system which had resulted in its former grandeur and zest. Gone, with few exceptions, were those representatives of the ruling classes, who, regardless of their lackadaisical attitude toward trade, had at least set a reasonably high standard of morality, dignity and civic pride. True, there were those who fought with tooth and nail to maintain the town's former place in the sun. But the cards, as they were dealt by the American occupation, were stacked not only against the Hildalgos, but against the small minority of American businessmen and leaders who had come to look upon Monterey as interested citizens prescribe. Swindlers, mountebanks and charlatans of every credo and stripe plundered at will, raked in the chips and left nothing in return. The city streets and the city

buildings fell into disrepair, and the magnificent old adobe homes, which had housed some of the most illustrious American, Spanish and Mexican families, began to look like so many blocks of dirty mud. The situation remained until interest was awakened in one man; a civic-minded gentleman named Howard D. Severance, who became City Engineer in 1906, and whose quiet, but tremendously effective crusades for a better dressed Monterey finally aroused the town from its ground hogger.

It must have been a heartbreaking job. Hampered by indifference on one hand and outright hostility on the other; hamstrung by lack of money and boxed in when it came to skilled help, Severance's job, which he did so well that he was retained as City Engineer for three decades, stands up with the best of its kind, and is a monument to one man's perseverance and courage. The toughest phase of his assignment, perhaps, lay in making some sense out of the nonsense represented in Monterey's balled-up property lines and in ironing out the town's buffalo trail thoroughfares. He began by walking or

riding over every inch of the city, and, when at last he had the picture in mind, he drew up a map, sliced a corner here and juggled lots and sections there, gave each lot a number, and silently, without a single explanation, sat back to let his reorganizations take effect. This move, under the circumstances, was the cagiest thing he could have done. At the end of 20 years he not only had established his boundaries, by virtue of tax payment and open and notorious possession, but had done so by allowing Monterey's citizens to slide into his plan voluntarily, thus removing the endless and heated controversies which generally arise when anything new and tradition-breaking is thrust upon the average American yokel. His efforts, however, were to have an effect more far-reaching than as they applied to little Monterey's streets and neighborhoods. With the town's newly-awakened civic consciousness came a new national interest, in not only Monterey itself, but in the immediately adjacent territory. Businessmen, builders, artists and writers began arriving around 1908-10, snooped about, and some stayed, lending their time, money and talents

to a growth that has resulted, within the past 40 years, in one of the brightest, and most prosperous little areas on the American Continent. Among them are Del Monte, Monterey, Carmel-By-the-Sea, Pacific Grove, Seaside, and Pebble Beach. All are vacationer's heavens, and virtually shot with sovereign tender.

Carmel-By-The-Sea, or as common usage has it, "Carmel," was the first of these to actually blossom out. Originally known as "The Village," the community got its start in 1902-05, when a small group of artists and writers, wearied of searching for an ideal atmosphere to carry on their endeavors, threw up a series of shacks among the pine trees facing Carmel Bay, and began living the life Boheme. Delighted with their find, they lost no time in telling the world about it. Among the original settlers were George Sterling, Mary Austin, the prolific writer, and James Hopper and, within the two years, reams of stuff lauding the virtues of the Peninsula, and particularly Carmel, got into print. The result was what might be expected. The demand for Carmel property became so strong that, by 1916, the entire wooded area which stretches from the heights to the sea had been gobbled up and the town was incorporated. Among these speculators, of course was included a substantial sprinkling of businessmen, and their efforts to capitalize on the glamour of the early birds caused battles that have raged unabated to this day. The firmly-entrenched Carmelites, it early developed, would stand for no nonsense that involved Neon lights, paved streets, or numbers on their houses, and the physical side of present-day Carmel is ample testimonial to the success of their resistance. It would be difficult, indeed, to find a town on the universe to match it for Paris-garret atmosphere. Regardless of the irritation and annoyances felt by the Carmelites over the encroachment of commercialism, which actually they brought upon themselves by innocently publicizing their village, the onslaught

accomplished one purpose, however, and a concrete one: It aided inestimably in establishing the tourist trade for not only Carmel, but for the entire Peninsula, and particularly for Monterey proper.

THIS business, as a matter of fact, held second place in Monterey's economy by 1940, although, despite its steady growth, since 1910, the city was unable to regain its former solvency until about 1920-21. True, a few hit-and-miss attempts to establish industry took place at the turn of the 19th century. These concerned the exploitation of the natural resources surrounding Monterey to the South, but nothing much came of the effort, and so it remains to this day. Monterey, quite naturally, had a few moderately healthy industries during this period. But these dealt with the hide business, such as the harvesting of bark from tan-oaks in the Point Sur district; the working of small lime kilns in Bixby Canyon; and mining of coal from several inconsequential operations in Stone Canyon, near Mal Paso Creek. The stripping of bark from the giant oaks was effected on a fairly large scale, although the waste would cause a modern lumberman to come down with a case of shudders. During 1898, the Monterey loggers sent out more than 25,000 cords of the bark by sled, hoisted the stuff into waiting ships by cable, and left 100,000 trees to rot on the hilly slopes. Some of these, of course, were cut into firewood, and a small quantity was split up and shipped out as stakes for Eastern oyster beds and vineyards, however, the bulk of the lumber was allowed to return to dust. But the ground work for industry was being spaded.

In 1905, a group of enterprising individuals saw possibility in the area's diatomaceous earth, and, after the formulation of a small organization comprised mainly of local businessmen, operations involving the exportation of the bright, hard sand began. Several bottle glass factories in the East became

interested in the product, and business got so good that, by 1906, the investors in the enterprise were able to afford the expense of building a narrow-gauge track to the dunes. The little transportation system immediately was looked upon with favor by the construction industry, and soon it was paying its way in a manner handsome enough to permit its owners the expense of a sand refining plant. Monterey, once steeped in commercial dissolution, and later bled by sharpsters, was beginning to see the light. Civic enthusiasm started up as the plant got rolling and the respectable new blood came in, and the natives, at one time contemptuous of anything other than the traditional mode d' existence, began to realize that making a reasonable living constituted something more than a hobby. Renewed activity swept the area around 1910 and new enterprises cropped up from day to day. These projects, of course, could scarcely be called industry, at least as the term is known today. But they mark the dawn of a new era for the city and area; a beginning of civic growth and prosperity.

Ranchers on the coast South of Carmel began breeding up their herds, studying markets, and inaugurating the latest methods in livestock manipulation. Monterey jack cheese, which first hit the markets in 1892, and originated on a farm about 20 miles South of the city, grew into a reasonably substantial industry by 1916. Honey, taken from the caches of wild bees in the back country, was enjoying an increasing sale, and in the Carmel Valley, in that first decade of the century, orchardists had set the stage for the magnificent white winter pears that today are world-famous. Artichokes, a crop that since has become an important part of Monterey's economy, were being grown in small lots, and reclamation of the tumbledown Presidio by the United States Army in 1902 had, by virtue of its payroll, aided the city. But the tourist business, as late as 1915, still was the chief source of income. Then, in

Monterey's fishing fleet at anchor.





Entrance to *Cannery Row*, made famous by Author John Steinbeck's book of the same name.

1911, a little Italian with a longhorn mustache popped up in Monterey and, by combining the potentialities of a small, silver-sided fish with an idea he had picked up in Europe, he blew off the lid, and so set the stage for Monterey's current multi-million dollar sardine industry. He was Pietro Ferranti. The story, however, goes a bit farther back. It begins in 1904, when F. E. Booth ran up his tiny canning factory on the shores of Monterey Bay, packed a few cases of salmon, and then became struck with the idea of catching, canning and marketing quantities of sardine, which, at that time, fairly glutted the ocean territory adjacent to the city's coastline. The more he studied the matter, the more he was convinced there was millions of dollars wrapped up in the succulent little fish, and one day, while at his office desk, he decided to call in a fisheries expert and go in for blood. He found the man he wanted in San Francisco.

Knut Hovden, a graduate of Norway's National Fisheries College, had come to the United States primarily because of a throat condition; an ailment that failed to satisfactorily respond to the cold weather of his native country. He had had, moreover, plenty of experience in the commercial fishing field, and, quite by chance, he ran into Booth at the moment the latter was plotting exploitation of the sardine. Booth offered him a job, and Hovden, anxious to get into the swing again, immediately took off for Monterey. Noted even then for his quick appraisals and quick decisions, Hovden, within three minutes from his arrival, decided the territory was his meat. But he was aghast at the canning methods employed; methods which entailed cutting the fish by hand, cooking them in wire baskets, which were dragged through tubs of oil by hand, packing by hand, and soldering

the cans by hand. Moreover, the fish was caught by gill nets. That is to say, the catch was entrapped in a net stretched between two points of anchor, in a manner calculated to block off a school of fish. These swam into the netting and were hauled aboard the vessel. The fish were extricated from the net also by hand, an operation that allowed most of the school to get away.

THESE methods, of course, represented a hodge-podge and kitchen midden of wasted labor and fish. Fishermen came in with loads varying from one to eight tons a haul, and the cannery, which was set up to pack about five tons of fish a day, could never be certain of the amount to be expected. The result was that, on one day, during the season which lasted from August to the latter part of February, the cannery would be crammed with sardine, and the next it would be left practically idle.

Hovden's first correctional project involved installation of a machine solderer for his cans. Then he brought in a purse bottomed brail, and ordered construction of impounding pens. A round net with a "pucker string" at the bottom, the brail was transported by cable from the vessels to the cannery; an operation that not only eliminated hand labor, but guaranteed the cannery an even flow of fish. The impounding pens, designed by Hovden himself and installed in the Bay, permitted excess fish to swim about at will, and thus avoid the bruising that had formerly resulted in a substantial loss of fish per haul. These pens, which were about 20 feet square, proved to be a cracker-jack idea, for more reasons than one. For example, the fish were fed on plankton in limited quantities, which definitely improved their flavor and quality. Further, the pens represented a sort of "warehouse," thus allowing the cannery to function

full blast when fishing was slow. The result was that the cannery saved plenty of man hours. Later, the pens were discontinued, as the sea lions and sharks which infested the area got wise, tore the pens to shreds when hunger was upon them, and stoked themselves at the cannery's expense. This development, inadvertantly of course, resulted in the most substantial innovation ever to hit the commercial fishing industry, either on the West or East coast. Hovden, faced with the loss of his "warehouse," was forced to seek methods of getting more fish, and, already armed with an automatic cooker and machine cutter which speeded up production, his need became very nearly desperate. After some thought on the subject, he decided the answer lay in more effective catching procedures.

The outlook must have been gloomy; the bulk of Monterey's local fishermen could not be called such, as the name implies, today. Sailors and sportsmen for the most part, they employed only the crudest of fishing equipment, and many of them, as a matter of fact, plied their trade as a sideline. Obviously, something new should be added, and Hovden finally decided to call in an honest-to-god craftsman, give him plenty of rope, and ask for a complete revolution in commercial fishing. What he wanted was a combination of visionary and hard-headed student of the game, and he found his man in Ferrante.

A man of excellent technical reputation, Ferrante not only had fished most of his life, but from ports in many countries, and, moreover, he had ideas. One of them was that the American fisherman could learn something from Europeans, and he burned the midnight oil in plumbing various Old World fish-catching methods. One day he recalled the lampara net used by fishermen in

the Mediterranean, and from that moment he set out to sell the net to his employers, and to Monterey's fishing crowd. The lampara, which takes its label from the Italian term, *lampo*, was used then for what Europeans called the "lightening haul." Thin and tightly-webbed, its operation involved encirclement of a school, merging of the two ends, and constriction of the webbing. One end usually was fastened to a rowboat, which remained anchored while the fishing vessel, playing out the net, encircled the school. The fish, therefore, were caged in a sort of silo-like prison, and were pulled close to the vessel itself, then taken aboard at the crew's leisure.

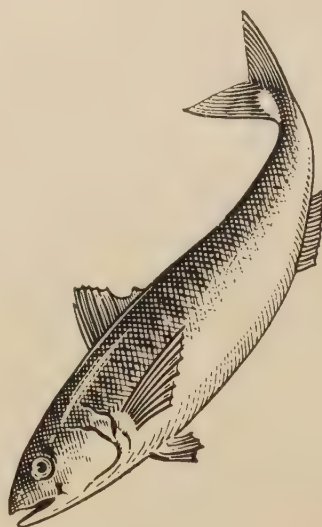
Ferrante had a tough time in selling his idea. Even Booth, who probably was one of the most progressive men of his time, looked upon it with disfavor at first. Ferrante added to his sales points by redesigning the lampara, which he made longer and wider to cope with the deep waters of Monterey Bay. But the idea, somehow, failed even then to click with the practical Booth. "I want sardine, not shark," he told Ferrante. Booth, of course, was not the only element hostile to the Italian technician. His contemporaries scoffed at first, and, when he began bringing in five and six tons of sardine in one night, their scoffing turned to anger. Opinion, in fact, was so against Ferrante that a group of local fishermen, at an early stage of the game, forced a commission from the State to investigate their charge that his net was raising hell with the sardine supply. By that time, happily enough, Booth had relented somewhat, and Hovden, who had been solidly behind his protege from the beginning, decided to have Ferrante demonstrate his net to the commission. This he did by herding them aboard a fishing vessel and taking off for the fishing grounds. On the way he harangued them on how he spotted a school.

"The engineer stays in the cockpit and operates the boat while I stand in the prow and watch for signs of fish," he explained. When we enter a school, the fish are startled by the boat. They dart away from the prow, disturbing the phosphorescent plankton, which causes a flame-like streak in the water. From the characteristics of the streak an experienced fisherman can tell what sort of fish causes it."

A FEW miles out, Ferrante located a school of pilchard. Barely creeping, he sent his vessel across it, determined the direction in which the fish were traveling, and cast his net. One end he fastened to a rowboat. Then he began a slow circle, and, turning to his guests he said, "there are about three

tons of fish, of which about six hundred pounds are squid and four hundred pounds are anchovies." By the time he had concluded his estimate, the fish were entrapped in a small pocket.

"Now," he continued, "if I do not want all of the fish I have taken, I release them." To demonstrate, he seized a boat hook and depressed the floats which ringed the net. A torrent of fish poured over its side. When about five hundred pounds had escaped, Ferrante closed the breach, hauled aboard the catch and dumped it at the cannery, where his tonnage estimate was found to be correct. An experienced fisherman, he explained to the committee, could estimate very closely the weight of his catch. By employing the lampara, he could release the excess fish, thus bringing in only what quantities were



needed. The commission deliberated for a moment, then gave Ferrante and his net a complete bill of health.

The Italian's innovation completely revolutionized the commercial fishing industry in Southern California. From the minute Ferrante's inquisitors left the scene, the net began to go over. By 1913, in fact, the industry around Monterey had very nearly emerged from its crude, experimental stage. Fishing boats, capable of carrying twenty-five to thirty tons of fish were making intermittent appearances, and some very technical gentlemen, attracted by Monterey's fisheries potentialities, came in, took their places, and added to the progress. Among them were the late Frank Lucido and Earl Neilsen, both of whom were associated in the early days with the vigorous Knut Hovden, who today, by virtue of his Hovden Food Products Corporation, is actually Mr. Big of industrial Monterey. Certainly the Norwegian-born cannery expert deserves his position. His various refinements in fishing and canning methods would fill volumes, and, when the last votes are

counted, his part in the development of Ferrante's net alone should get him the laurel. The lampara, of course, was the fore-runner of the present purse seine; a development which has been responsible, almost solely, for the huge clippers and canneries that dot California's coastline from Eureka to San Diego. Today, these nets cost about \$10,000, and a fishing boat capable of handling their catches may run from \$100,000 to \$500,000. When strung out the larger purse seines describe a circumference comparable to that of a baseball diamond, and hang to a depth of about 180 to 240 feet, depending upon the type of sardine fishing being employed. The purse seine appeared in Monterey in 1925, however, it was not until the latter part of 1932, when the fishing business really boomed, that the nets came into general use. This, quite obviously, was because of the price involved. But, by that date, the Monterey catch had increased to 159,000 tons annually, and, at the end of the 1935 season, the take jumped to 230,000 tons. In 1947, there were no less than 41 canning plants in operation in Monterey's Cannery Row, all of which were served by between 70 and 80 purse seiners, and the industry brought Monterey an estimated \$10,000,000 at the year's finis. Today, due to mergers and the odd, and, at present unexplained, disappearance of the sardine from local waters, there are less than 25 canneries in full operation along the Row. But they are all financially healthy, and still doing enough business to keep their city on the map as the Sardine Capitol of the world. Part of this tenacity, in the face of adversity, evidently can be laid to Monterey's particular brand of citizenship. Imbued in the average Montereyan is a love for his city found among few towns in the United States. Come hard times, financial reverses, hell or high water, the thought never occurs that his city is at fault. Indeed, he would be more likely to charge his wife with causing a frost than to blame Monterey waters for lack of fish, or his town for the lack of other industry necessary to his livelihood. Moreover, he may speak the language of Greece, Italy, Norway or Japan; his interests and hobbies may be such that he has few confreres, yet he has this in common with all died-in-the-wool Montereyans: a belief that the rest of the world is but a Monterey suburb. This philosophy is the more odd in that these people, socially speaking, observe the tightest segregation system possible under a Democracy.

True, Monterey, in the strictest sense of the word, has never been a Yankee town, or even predominantly democratic. The visitor to Fishermen's wharf,



A group of retired fishermen hash over old times on Monterey's fishermen's wharf.

as an example, can scarcely stroll a block without hearing four or five of an even dozen languages spoken. The English variety, indeed, is perhaps the least practiced of the lot, in the city's foreign quarters. The Italians, for instance, live for the most part in Oak Grove, between El Estero and Del Monte; the Japanese in a colony west of El Estero; the Chinese in Old Monterey's downtown sector, adjacent to Cannery Row; and the Spanish, Russians, English, French and Portuguese in New Monterey. The town has few Negroes and Filipinos, and they are even more isolated. Possibly the most interesting of the polyglot however, is the paisano, who was made famous by Author John Steinbeck's novel, *Tortilla Flat*. There is, of course, no such neighborhood in Monterey as Tortilla Flat, save as it exists in the fertile imagination of Steinbeck. But the paisano exists. He is the true blood descendant of Monterey's Old World Californians, and for all of his free use of biographical license, Steinbeck has painted a true picture of the gentleman.

"What is a paisano?" he asks; then goes on to explain: "He is a mixture of Spanish, Indian, Mexican and assorted Caucasian bloods. His ancestors have lived in California for a hundred or two years. He speaks English with a paisano accent and Spanish with a

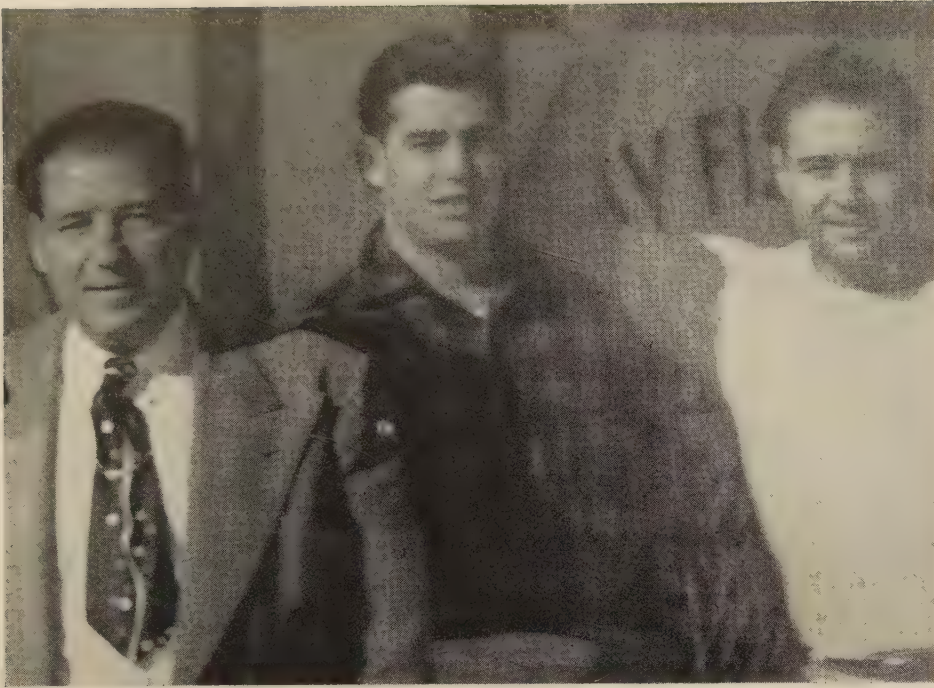
paisano accent. When questioned concerning his race, he indignantly rolls up his sleeves to show that the soft inside of his arm is nearly white. His color, like that of well-browned meerschauum pipe, he ascribes to sunburn. He is a paisano and he lives in that up-hill district above the town of Monterey called Tortilla Flats . . . clean of commercialism, free of the complicated system of American business . . . having nothing that can be stolen . . . or mortgaged." This latter observation is particularly true.

THE paisano, of all the races in Monterey, is possibly the least concerned with the commercial growth of his city; he lives, in fact, very nearly as did his ancestors under Mexican rule. He has a tremendous pride, a peculiar brand of Old World dignity; he works sufficiently to insure himself and family against hunger and exposure—and he grows old at a snail's pace. He doesn't, in any sense of the word, agree with the hustle and bustle of, say, his Latin counterpart, the Monterey Italian, who today represents the largest national minority on the Peninsula. Therein lies another oddity. The Italians are more "Monterey" than "Italian"; indeed, with exception of their industry, they are as Early Californian as the *paisano*. Most of them migrated from Sicily and Naples at the turn of the century, went to work

in the canneries or on boats, and their sons and daughters, in the main, constitute the bulk of Monterey's solid citizenry today. Aside from these two distinctly predominant nationalities of course Monterey is a garble of racial elements.

The Chinese, for instance, came in with the Gold Rush. Most of them floated in from the mines of the Santa Lucia Mountains, to return to their ancestral occupation, fishing, and, through the years, their sons and daughters have set up restaurants, antique shops, and cafes which dot Washington Street, two blocks east of Alvarado Street. Pride and joy of the colony is a cultural school, which was instituted some years ago to teach the younger generation the mother tongue, and its classics. This institution, however, is supplementary to the formal public schooling, which the Chinese subscribe to as assiduously as is the case anywhere else.

Shoulder to shoulder with the Chinese colony lies the Japanese quarter, which is located, to be more explicit, one block east of Adams Street. The colony numbers around 500 persons; small increase even from the day, many years ago, when the settlement was started on Point Lobos, near Jap Bay. Most of these people earn their bread and butter by abalone fishing, an operation that involves diving, and, during the



Restaurateur

Mike Bomarito and sons, proprietors of Mike's Seafood Restaurant, on fishermen's wharf, Monterey.

abalone season, when their boats are secured along the wharf, the area fairly swarms with them. In their rubber diving suits, which are patched with every color under the sun, they resemble over all a horde of overgrown pixies in a festive mood, and the catching of abalone, which they carry on from Monterey to the San Luis Obispo County line, represents enough industry to keep them healthy, moderately wealthy, and, if the steadily-growing

demand for their product is any criterion, wise. Most of the Japanese in Monterey are Christians, although there are enough Buddhists to permit a denominational church. A Salinas, California, priest usually officiates at these ceremonies. Thus the melting pot known as Monterey functions. Soldiers from nearby Fort Ord, cowboys, Portuguese fishermen, cannery workers, marine biologists, artists, writers, hard-headed English, Russian, and French business-

men, and descendants of the early Hispano-Americans — all combine to make up the colorful, romantic, yet oddly industrious city called Monterey —and, added to this Jekyll and Hyde personality, is the surrounding scenery. The Monterey Peninsula is an area of incredible beauty. The most outstanding testimonial to this is seen in the world-famous Seventeen-Mile Drive, which winds along the Monterey Peninsula coastline past Moss Beach, Restless Sea, Bird Rocks, Cypress Point, Midway Point, and the Lone Cypress. In the almost unbelievably blue waters of the ocean, hundreds of seal cavort, while the terrain flanking the highway is reminiscent of nothing so much as green velvet. The area, moreover, is a sportsmen's Paradise.

Golf, tennis, sport fishing, swimming, horseback riding and motoring are carried on here with an high-gear'd eclat. In the heart of the Peninsula lies the historic Del Monte golf course, first in California, which was laid out in 1897, and the Pebble Beach course, which, among other things, was the scene of Bobby Jones' whipping in the National Amateur Championship in 1929. Others include the exclusive Cypress Point course, where the golfer's largest gallery usually are elk and deer; the "Dunes" course of the Monterey Peninsula Country Club, and the nobby little course at Pacific Grove. For the sport fisherman, the Peninsula represents the ultimate in facilities, and its varieties range from trout to deep-sea angling. The Carmel River, Mill Creek district, and the Big and Little Sur are the areas most preferred for trout, while daily trips, at \$1.50 a person, are made out to sea from Fisherman's Wharf on Government inspected boats. There are few days during the entire year when weather prohibits departure of these sea-going jaunts, as the climate of Monterey Peninsula is among the top three in the United States. It varies, in fact, only ten degrees the year around, with an average of 265 clear days per *Circa* recorded over a long period of years.



Restaurateur

"Slats" and "Company" of Slats Grill, one of newest and most successful cafe's on fishermen's wharf.

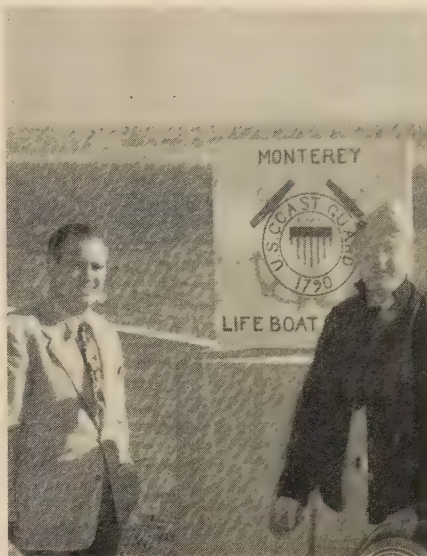
MUNICIPAL buildings and offices of Monterey proper are located in the restored Colton Hall, in Colton Hall Park, which is adjacent to the strikingly landscaped Friendly Plaza. Monterey's postoffice is relatively new, and is situated at Hartnell and Webster Streets, and the Public Library is on Van Buren Street. Delbert R. Jeffers, a Stanford University graduate, is Librarian. A singularly astute editor and a competent literary critic, Jeffers has stacked his place with one of the most complete selections of any library of comparable size in the world. An example of the mentality of Monterey's

reading public is seen here. According to some statistics on the subject, the average city library in America issues about 95 per cent fiction, of the Kathleen Norris type of mush, and five per cent science, history, and biography. Sixty-five per cent of Monterey's readers prefer the latter to the former.

The city employs the City Manager form of Government, and an elective, five-man council sets the policy for the City Manager to carry out. Monterey county, of course, is also governed by a five-member board. These are supervisors, and Salinas, California, 19 miles away, is the county seat. In addition to the sparkling highways which lead into the city, Monterey is served by Southern Pacific Railroad and Pacific Greyhound Lines as well as by the Highway Transport Company, and other trucking services. The Monterey Peninsula Airport, one mile east of Del Monte, is a regular stop for planes traveling North and South for United Airlines between San Francisco and Los Angeles. Population of the entire Peninsula area is estimated at 45,000, while Monterey county's population is set at 120,000. There are seven elementary schools in the Monterey system, three high schools, and the Monterey Peninsula College, which offers the first two years of college work. Its curriculum, in the main, is based on the needs of the community, and special training is offered to students desirous of a continued higher education.

Oddly enough, Monterey is a strong union town, with the AFL holding the aces. But they are a singularly quiet group; in fact, striking against one thing or another is an almost unknown quantity in the city. A good example of the intelligence represented by the AFL's collective bargaining methods is reflected in George L. Rice, Secretary-Treasurer of the Hotel, Restaurant Employers' and Bartender's Union, Local 483. A hard worker, Rice is so well-liked, and his Union so well accepted, that he is able to devote a great deal of his time to civic duties, and to "boosting." Like any other progressive city, Monterey has its share of these enthusiastic gentlemen.

They range from Councilmen S. Buck Russo, Horace Mercurio, Guy Curtis and Warner Keeley, to Mayor Hugh F. Dormody; and from businessmen such as "Buster" Sollecito of Enterprise Packers; "Slats" Lucido of Slat's Grotto; Mike Bomarito and his two husky sons, John, Nick and Mike, Jr., W. B. Wheaton of Yellow Boats; Ray Garcia, Lloyd M. Elves, manager of the swank San Carlos Hotel, to Richard Phinney, manager, Chamber of Commerce, and



Officials

S. Buck Russo, City Councilman, and Chief Andersen of U. S. Coast Guard Station, Monterey.

Jeffers, who was mentioned farther up. Their "boosting" amounts to no mere lip service, either. Should a vacationer want to prowl, for instance, among the historic landmarks of Monterey, and, being a stranger, seek information from any one of them, they probably not only would give him the lowdown, but take his personally to:

Site of "El Cuartel," one of Monterey's most famous structures. Erected in 1840-41 to house government offices and barracks of the Mexican government. Similarly used by the United States in 1846. Torn down in the late '80s.

Site of "La Comisaria," Mexican commissary building.

Site of the old Mexican "Carcel" (jail), built in 1932. The restaurant of



Executive
Frank Lucido

Jules Simoneau, friend of Robert Louis Stevenson, later was built here.

Casa Castro. Headquarters of General Jose Castro. In rear is the old "Bull and Bear Pit" of early days.

Casa Estrada (now the Mission Inn). Built about 1840 by Don Jose Ramon Estrada. Long used as a hotel. Additions have been made from time to time.

Site of Casa Bonifacio. Famous for its story of the Sherman Rose. Building removed in 1922 to its present site.

Casa Sanchez. Built in 1843 by Gil Sanchez. Only old building on Alvarado Street to retain its balcony.

First U. S. Post Office in Monterey. Formerly marked the north boundary of the Old Plaza, lining up with the older Casa de Castro. Note connecting old stone wall.

Cooper House. Built in 1929 by Don Juan Bautista R. Cooper for his bride, Dona Encarnacion Vallejo.

Casa Alvarado. Built by Juan Bautista Alvarado in 1934 and occupied by him while Governor of California.

Casa Amesti. One of the finest examples of Old Monterey domestic architecture. Built in 1835 by Don Jose Amesti as a wedding gift for his daughter..

Casa De La Torre (Adobe Gift and Book Shop). Built in 1841-42 by Gabriel de la Torre, a Mexican captain. Home and court of Alcalde Jose Joaquin de la Torre.

Fremont's Quarters. Said to have been occupied by Fremont in 1846.

Casa Soto. Erected in 1847 by Joaquin Soto.

Stokes House. Built in 1835 by Dr. James Stokes. Famous for its social functions during the Mexican period.

Casas Gutierrez. Owned at one time by Thomas O. Larkin. Presumably built in 1843-45.

House of the Four Winds. Built in the late 1830's by Thomas O. Larkin. Restored by the Women's Civic Club.

Sherman's Quarters. Built in the late 1830's. Occupied in 1847 by Lieut. Wm. Tecumseh Sherman (later General).

Larkin House. Built in 1835 by Thomas O. Larkin for his residence and merchandise store. From 1842 to 1844 the picturesque adobe was the American Consulate.

Colton Hall. Built in 1847-49 by Walter Colton, first American alcalde of Monterey. (The jail was built



Executive

A. H. Meyer, owner, Al H. Meyer Company, fish broker and distributor.

about 1854). This building was used as the meeting place of the Constitutional Convention of 1849.

Brown-Underwood Adobe. Built in 1843 by James Stokes. Now the executive offices of the City of Monterey.

Casa Vasquez. Originally a one-story adobe. Home of a sister of Tiburcio Vasquez, bandit of Old Monterey.

Casa Alvarado. Erected in 1839 by Juan Bautista Alvarado, Governor of California in 1836-42.

Gordon House. Built supposedly in 1849-50 by Philip Roach, of milled lumber brought from Australia.

Casa De La Torre. Built in 1842 by Francisco Pinto for Don Jose Joaquin de la Torre, alcalde of the Old Capital.

Casa Soto. Built in the Mexican era. Owned by Jesus Soto in 1851-55.

Simoneau House. (No. 456 Can Burien St.) Home of Jules Simoneau, friend and benefactor of Robert Louis Stevenson. Much changed in appearance since Simoneau's time.

Casa Serrano (Now Cadematori's). Built in 1845 by Don Florencio Serrano, alcalde under the Mexican regime.

Site of St. Catherine Academy. Built in the 1840's by Manuel Jimeno Casarin.

Casa Rodriguez-Osio. Built in 1838 by Antonio Osio, historian. Later owned by Jacinto Rodriguez.

Merritt House. Built by Judge Merritt in the '60s.

Casa Soberanes, "House of the Blue Gate." Built about 1842. Long the property of the Soberanes family.

Henry House. Girlhood home of Mrs. Herbert Hoover.

Casa Molera, "Old Chalk-rock House." Erected in 1847 by Francisco Garcia.

Doud House. Built by a member of the Doud family, prominent in the early American days of Monterey.

First Theater. Built in 1845 by Jack

Swan. Used at various times as a boarding house, saloon, warehouse, drugstore and private residence. First building in California where an admittance charge was made for a theatrical performance. Now a State Historic Monument. Open 1 to 5 p. m. Admission free.

Casa De Oro (House of Gold). Built in 1845. This well-preserved building has served as a store, saloon, gold depository and residence. Now a State Historic Monument.

Casa Verde. Here Charles Warren Stoddard wrote many of the California stories and poems. His grave is in the old Monterey cemetery near El Estero.

First Brick House. Built by Gallant Dickinson in 1847 of bricks kilned in Monterey.

Old Whaling Station. Built in the 1850's as headquarters for Portuguese whalers. Restored in 1902.

Vizcaino-Serra Landing Place. A State Historic Monument. The stone monument near the Presidio Gate marks spot where Vizcaino landed in 1602 and Father Junipero Serra in 1770.

Serra Monument. Erected by Mrs. Jane Stanford, wife of the founder of Stanford University.

El Castillo. Earthwork used in 1818 by the Spanish Governor Sola in unsuccessfully resisting an attack on Monterey by vessels flying the flag of Argentina.

Fort Mervine. Built by U. S. troops soon after the capture of Monterey, on July 7, 1846, by Commodore Sloat.

Sloat Monument. Erected by the combined efforts of various societies, patriotic organizations and women's clubs.

Fishermen's Wharf. A picturesque and busy place. A favorite spot for tourists and artists.

Old Custom House. Here three nations flew their flags—Spain, Mexico and the United States. It is the oldest governmental building in California. The central section is stated to have been started by Spain in 1814. Mexico built the lower north end about 1827. The rest of the building was constructed by Larkin in 1841-46. Now a State Historic Monument and Museum. Open 1 p. m. to 5 p. m. Admission free.

Site of Larkin's Wharf. The wharf was built in 1845, of granite in pine cribs.

Old Pacific Building. Built in 1847 upon the site of and older building. Used as a hotel in the early days. Restored by the Jacks family in 1925. The patio in rear, known as the "Memory Garden," is open to the public.

First French Consulate. Moved from

its original location on Fremont St. Occupied in the early 1840's by the first French Consul to California.

Catholic Cemetery. Established during the early Spanish period. The last resting place of many of California's outstanding historic residents. Still in use.

Casa Castro. Adobe of Gen. Jose Castro. Built in 1845 by Manuel Diaz.

Casa Buelna. Erected during late Spanish period by Antonio Buelna, early school teacher. Later restored.

Casa Bonifacio. Better known as the "Sherman Rose Adobe," where Sherman is said to have courted the Senorita Bonifacio. Built on Alvarado Street in 1835 by Jose Rafael Gonzales. Moved in 1922 to its present location.

Royal Presidio Chapel of San Carlos de Borromeo de Monterey. Founded by Father Junipero Serra in 1770. Completed in 1795, it has been in continuous use since that date and is the only Presidio Church in California to survive.

Casa Boronda. Erected in 1917 by Manuel Boronda, early California teacher. Still occupied by his descendants. Is probably the oldest private residence in California.

Site of the Old Spanish Presidio. Approximate location of the old adobe wall is shown on map by dotted lines. This Presidio, founded by Spain in 1770, constituted, largely, Spanish Monterey. Before 1822 there were few buildings outside its walls.

Stevenson House. Built in 1840 by Rafael Gonzales. The old "French Hotel" where Robert Louis Stevenson spent the fall months of 1879. Among other writings, he here wrote "Vendetta of the West." Only remaining house in the West that was occupied by Robert Louis Stevenson.

(That's a lot of history for one little city. And it represents millions of dollars in tourist trade.)

—The End.



Executive

Lawrence Collins, one of fishing industry's top sales executives.

FISHING FAMILIES

By JOHN DE BECK
Marine Press Staff Writer

IN 1914, four years before Kaiser Wilhelm threw in the sponge in his tussle with the world, Antonio Giacalone, a tall, broad shouldered fisherman, returned to his home on the island of Sicily, following a discouraging day of handline fishing from a little dory in the Mediterranean waters, and announced abruptly that he was through with trying to make a living from an over-fished area.

"But what are you going to do," his listeners demanded.

"I," said Giacalone, "am going to a place where a real fisherman can make a living."

He did.

This is emphasized today by the fact that, over a period of about 30 years, Giacalone has fished the waters of Southern California and Mexico, owns a boat, has a large, well provided for family, and considers himself a long way from poverty. His home at 1668 Columbia Street is ample testimonial to the efforts put forward by the veteran fisherman, for his wife, children, and grandchildren.

Preceded to the San Diego fishing scene by his brothers, Giacalone had to work his way from New York through St. Louis and then to his present anchorage in San Diego. Immediately upon arriving the hard working Italian began learning the new techniques for catching albacore, mackerel, and skipjack, the fish most sought for at that time, which formerly had responded to the handline and dory methods like an elephant to a BB gun. When he considered himself able to support a family, less than a year after he arrived, and able to foot the bill for a passage to the New World, Giacalone sent home to his native Sicily for Josephine, his fiancée.

When she arrived, the two were married in St. Joseph's Cathedral, in San Diego on January 24, and set up housekeeping. The couple has produced six children, four boys and two girls. Joe, Frank, Tom, and Nick, his sons, are all in and around the San Diego fishing game now, and his two daughters, Josie and Margaret are married to local fishermen. The family, tied together by devotion to Papa Giacalone, all gather at his home during the Christmas season, when everyone is in port, for their annual celebration.

Today the family, like many of its



Head of Family

Antonio "Papa" Giacalone got tired of fishing in scanty areas, came to America, and has since done a land office business.

kind, has grown to a good size, and the Christmas tree is really loaded at Yuletide season. Joe, the oldest son, married Sarah Gloria nine years ago, and they now possess a chunky seven-year-old, Tony; and two girls, Josephine two; and Beatrice Rose, one month. Frank, the second son, married his wife Lena six years ago, and they have two children, Anthony, four; and Josephine, five weeks. The two daughters, Josie and Margaret are mothers and their children add more to the growing list of grandchildren. Tom and Nick (they call him Cola) are the bachelors of the family.

Aided by his four sons, Giacalone operates, at the age of 60, the tunaboat *Unione No. 2*, which he has owned since 1917. After 32 years of fishing the 66-foot boat, capable of icing 11-12 tons, is being rebuilt on the Coronado Marine Ways by Pete Rask, boatbuilder. The sturdy iron bark keel of the *Unione* is being refitted with ribs, adding about four feet in beam and five in length, which will add another 12 ton of fish to the hold, with necessary revisions throughout.

Like all fishing families, the Giacalone have had their adventures and the most prominent in their minds was a trip made during World War II, when fishing down south aboard the *Reliable*. The family, except for Tom, were "doing alright off Cape Collinette, about 110 miles south of Point Loma" on a calm

ocean with a slight Southeast breeze, which quickened until, in the space of a few minutes, it had reached the proportions of a miniature Chubasco. With the fish still taking the bait, and waves reaching the height of a purse-seine mast, the eager crew, up to their shoulders in the treacherous seas, poled in, with the aid of a wind blowing 40 miles an hour and upward, about three and one half tons of high quality yellowfin. After the blow was over and the doors and windows aboard were patched back in place, the fish, as they often do, decided that they could be better off somewhere else. No fish were found until later in the week, when the "Lucky Giacalone" made a 20-ton stop off San Geronimo Island.

The family, capable of all sorts of fishing, have made the *Unione* into a combination boat, baitboat and seiner and, of course, have worked aboard other vessels of both types. Seining aboard the *Reliable*, recently, "Giacalone Luck" again came to the surface when off Del Mar, Joe, up in the crow's nest spotted a single tuna jump about five miles from the shore, followed shortly by another. Fishing had not been spectacular and the *Reliable* headed for the scene where, in less time than it takes to tell, "the ocean was blackened with tuna, the largest school ever seen by any of us aboard." Says Joe, eldest

(Continued on Page 30)

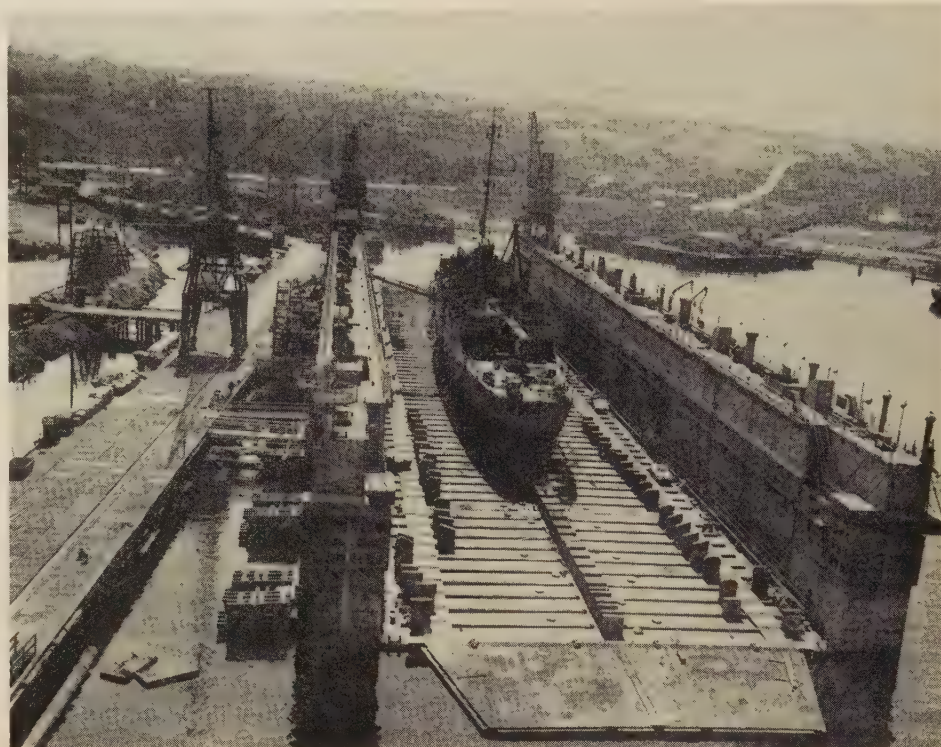
Todd's of Long Beach & Los Angeles

(Wherever progress is discussed in commercial fishing circles the name of Todd Shipyards Corporation, at Los Angeles-Long Beach Harbor, is bound to be mentioned. The firm, in fact, works on the almost forgotten premise that prices are too high, and that, to combat the situation, shipbuilders must have the most modern equipment. This story has nothing much of the past in it; nothing of the future. But it's sufficiently explanatory regarding Todd's present set-up!)

By PAT MARTIN

 HE modern and extensive facilities of the Todd Shipyards Corporation at the Los Angeles-Long Beach Harbor are now available for repair work on the approximately 2500 vessels of the fishing fleets operating in the Los Angeles, San Pedro and San Diego areas. Todd's entrance into the fishing fleet repair field adds a valuable and well-located yard to the more than 250 fishing fleet owners and operators of the Southern California area who require speedy, efficient and economical repairs for their boats, and its growth has been nothing short of astronomical.

The Todd plant consists of 84 acres of modern shops, piers and facilities, including two drydocks of 18,000- and 10,000-ton capacity. The 10,000-ton drydock is a six-sectional type, any section of which can be handled individually, thus allowing the handling of the smallest as well as the largest type of fishing vessel at nominal cost to fishing fleet



operators. The yard possesses eight Whirley cranes, which range from 25 to 50 tons in capacity, and which serve the plant's six piers. The yard also has numerous overhead, land and mobile cranes which are capable of handling from 5 to 25 tons, and the piers are equipped with air, water, gas, steam and electricity. The Todd transportation department is well equipped with all sizes

and types of trucks, trailers and jitneys for pickup and delivery. The department's largest truck can accommodate a load of 25 tons. The yard also has mobile equipment which can accommodate dockside and anchorage work.

ONE of the largest and most completely equipped machine shops of the West Coast is located at the Todd plant and the experienced machinists of the company utilize the latest processes and the best types of tools. One of the firm's specialties is machinery diesel work with which the yard personnel has had extensive experience and which the yard is entirely equipped to accommodate.

The refrigeration department, with its experienced personnel, is of especial importance to fishing fleet operators seeking repairs. The Todd plant also possesses its own pipe and copper shops, electric shop, blacksmith shop and sheet-metal shop, all modernly and extensively equipped and operated by experienced skilled workmen. The company's experience with wooden boat work has been extensive. It has a complete pattern shop, carpenter and joiner shop with the latest tools and equipment, and the yard is prepared to have performed automatic caulking or any other require-

(Continued on page 30)



Two aerial shots of the roaring Todd Shipyard at Long Beach, Los Angeles Harbor.

Terminal Tidings

By MERLE B. PARKE

THERE is, at present, a very important bill before the Calif. Legislature, of interest to all California Boat owners. It is Assembly Bill No. 1127, pertaining to the stabilizing and equalizing of values and the reduction of taxes on both documented and numbered boats. The Calif. Boatowners Legislative Council, which is comprised of members who are either themselves owners, or represent Cannery and Union organizations, has been doing a lot of hard work to bring this Bill to a vote, and Pete King, the Council's hard-working secretary, advises this writer that, to bring about success in the voting, *all* boat owners, whether they operate commercial or pleasure boats, must get into the swim and contact their Assemblyman or Senator, by person or letter. The Council has on hand complete literature, which is self explanatory and free. All you have to do to find out how you or your organizations can help *reduce* taxes, and to get a simpler system of Boat Registration, which also will help to get easier financing in days to come, is contact the Boatowners Council, Pete King, Secretary, at 112 West Seventh, San Pedro.

THERE have been a number of persons from foreign countries cruising about our local docks lately, obtaining information on our different types of fishing methods and our boats. Several of the well known local boats have been sold or chartered to various of these concerns and have departed for foreign shores. Probably the one with the longest voyage ahead of her is the seiner *North Cape*, sold by Tony Bonanich and George Fiamengo to Atlantic Ocean Industries of South Africa. The *North Cape* departed San Pedro the middle of February for Capetown, South Africa, some sixty days ago, and 11,000 miles away. A crew of seven from Capetown will take her through the Panama Canal with later stops at Trinidad and Recife in the Atlantic. Along the same lines the little clipper *New Ambassador* recently has completed overhauling, prior to becoming a mothership for harpoon boats in the swordfishing business out of Peru. The fish will be delivered to the East Coast markets. We understand it is to be quite ordinary fishing if a stick boat only gets fifteen fish a day, and a good day's catch will run to forty fish per boat, and without a plank to boot.

Other vessels changing hands here recently include the seiners, *Redeemer*, *Victoria*, *Esperia*, *Felicia*, the *Anton* and *Ivan*. Among the smaller boats was the *Vis 3*, *New Kentucky*, *Broadbill*, *Nereid*, and *Fortuna*. Jerry's Boat Sales, the Terminal Island broker, reports very few buyers with cash money, but lots of lookers wanting to assume the other guy's mortgages and debts with a small cash down payment.

HOPES are high for a good tuna season, as most of the boats finished outfitting for South of the Border fishing. The local docks have been a beehive of activity in recent weeks, with the seiners converting from sardines to tuna, and getting their gear in first class shape. Refrigeration coils have gone back into a lot of holds and new installations have been made in others. Also a number of boats are installing refriger-

ated food lockers mounted topside for keeping meats and vegetables, and, more important, the beer cold, on the long trip south. Bernie Solomon, the refrigeration expert, reports these installations were very successful on a lot of seiners, and at a price they are well worth.

INVOLVING local fishing for the summer pack on sardines, the various cannery interests are holding a number of meetings throughout the State and all are working together to change the present fourteen-inch law, which has tied up the boats and forced them to change to other types of fishing during this period. The outlook for this summer's pack will be much better after the cannery interests get together and consolidate the facts and present them to the right people in the Capital.

THE longest man-made breakwater in the United States was completed here last month, and now we have the only fully automatic and mechanical lighthouse in the world installed on its eastern entrance. It consists of a robot light, fog signal and radiobeacon station. Costing \$200,000, it will be the forerunner of many more, if it does the job the Coast Guard thinks it can do. The brain of the whole setup is an astronomical watch, which times the turning on of the light, revolving it, and timing the flashes, plus operating the fog horn automatically as the visibility decreases, and then shutting off as the weather clears. Two generators furnish all the power, and operate intermittently every four hours. They are fueled automatically from a 1500 gallon tank, thus eliminating any need for a steady keeper or crew.

THE two major Fish and Game Commission research vessels, *N. B. Schofield* and *Yellowfin*, are both undergoing major overhauls at the yards of the Long Beach Marine Repair, prior to setting sail again for the high seas to scout for schools of albacore and sardines and to study currents and oceanography, and I understand from another liar that the barracuda were so thick down around Abreojos last week that all the small market boats had to quit fishing by noon each day in order to have the fish cleaned and iced down in time to go fishing again the next day. That means a lot of fish, if it took that long to clean them, but, according to my snoopings at the main channel fish markets, there was a fairly steady flow of market fish, but not enough to swamp the prices. The price thirty days ago was 35c a pound, and then a couple of thirty ton loads were delivered, centering the present price around 6c a pound. The United States Fish and Wildlife Service in the San Pedro Post Office Building is now mailing out a daily report called *Market News Service* to any interested parties who might want to know the weights and types of fish marketed each day in this and other areas. This report covers the species; the amount and the price paid, plus data of fish imported from other countries.

I hear from an official of the Costa Rican Government that his country is making application to our State Dept. in Washington to borrow \$300,000 from the U. S. to further tuna fishing industry in Costa Rica.





Chapman

YOUR chairman has asked me to speak to you on the subject of International Fishery Problems. The first and foremost problem of an international fishery is to have fish available to catch. It will be my purpose to discuss this problem in some detail and to indicate how the United States is attempting to meet it. Fifty years ago, it would have been ridiculous for anyone to have suggested making a talk on such a subject before a group of men from the fishing industry any place in the world. Fifty years ago, it was considered to be an immutable fact that the resources of the sea were inexhaustible. To catch more fish all you had to do was fish harder. The more you fished, the more vessels went into the fishery, the more efficient those vessels, their gear, and their crews became—the more fish you caught. The sea was a bottomless reservoir of fish; the more you drained fish from it, the more there were to drain.

In those past fifty years, we have all had a good deal of experience in draining the sea of fish, and we have had it forced upon us by bitter experience that it is not true that the resources of the sea are so huge that they cannot be exhausted. In that space of time the following events have occurred: 1. The fur seal herds of the Pribilof Islands, which probably numbered originally five million individuals, were reduced to less than a quarter of a million seals. Then, by the simple expedient of not killing them so rapidly, the herds were built back to a level of more than three and a half million individuals, while a larger crop was being taken each year. 2. The halibut fishery of the North Pacific built up to a peak of yielding more than fifty million pounds a year, then

Chapman-Wa

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dropped to where it could produce by the hardest kind of fishing less than forty-four million pounds of fish per year. Again by the simple expedient of not fishing so hard, the halibut populations of the North Pacific banks have been built up until they produce steadily in the neighborhood of fifty six million pounds of fish per year, and with about one third the fishing effort it formerly took to catch the forty-four million pounds. 3. Two experiments of vast extent and tremendous expense have been carried out in the North Sea—that prime producer among all fishing grounds of the world. The fisheries there had been declining steadily for years. Then the First World War came along and for four years fishermen hardly dared to venture upon the sea. At the war's end, to everyone's surprise, the fish stocks in the North Sea had increased greatly and the fishing was good again. Soon after the large fleets of fishing vessels began working again, the great fisheries of the North Sea once more commenced to slide steadily downhill. Then came the Second World War. Once again few fishermen dared the open sea, and the fish once more had a rest period in which to breed and grow. Once again, at the end of the war, the populations of fish in the North Sea were found to have increased in size, the size of the individual fish were greater by far than before the war, and the catch per day of the trawler had increased materially. Then, just to complete the second experiment, and to prove that the results of the first experiment were adequate, all the nations around the North Sea began to fish more heavily than ever before. Once again, as after the First World War, several of the fish populations of the North Sea, and the yield from them, have begun to decline. The main difference so far has been that the fishing

intensity is much heavier this time, and the decline in the fish populations has been much more rapid than after the First World War. 4. Certain rivers in Norway had been producing salmon at a fairly steady rate for the past hundred years. Then commercial fishing was stopped for a time on some of the rivers as an experiment. The number of salmon increased tremendously. Now, fishing on those experimental rivers is producing steadily from ten to thirty times the weight of salmon each year that they had produced annually in the hundred years preceding.

THE number of examples of this kind of thing could be extended. I cite the above four cases because in each instance the variation in the abundance of the affected population of fish, the amount of fishing effort used, and the yield of the fishery has been quite closely followed by scientists, and a good deal is known not only about what happened but also why it occurred. From these vast experiments involving literally billions of fish, hundreds of thousands of man-days of labor by fishermen, and the steady year-round effort of dozens of scientists through two full generations has emerged a natural law of populations which is elemental in its simplicity and yet is of the greatest importance to every fisherman in the world, for, so far as we know, it is a general law that applies to all fish populations and to all fisheries that work upon them. It is this:

Before a fishery starts, the virgin fish population is in a state of balance with nature. It is at its maximum size and is being held thereby the fact that its rate of mortality through natural causes just exactly equals the rate of increase through breeding and growth. The fishery begins and, so far as the fish stock is concerned, the fishery is just another predator causing added mortality to the stock. The stock of fish decreases in total size but, at the same time, the rate of total replacement of stock picks up because of more food being left for

(Continued on Page 29)

(Address by Dr. Wilbert M. Chapman, Special Assistant for Fisheries and Wildlife to the Under Secretary of State, at the recent Fishery Products Conference of the National Cannery Association, Convention at Atlantic City, N. J.)

ord Speeches

ly-Known Biologists

Fisheries Coals

HERE we are, sitting comfortably in this room. We are pleasantly warm. We are well-fed. We had a good breakfast of fruit juice, ham and eggs, toast and coffee; and we feel pretty good. At this moment a lot of other people in other parts of the world don't feel so good because they didn't have breakfast today at all. In fact, something like 50,000 people in various other parts of the world died since this time yesterday morning from extreme malnutrition or starvation. They won't be missed long, because since yesterday morning plenty of new lives are destined to be cut short by starvation; and during the little while that they last they will never be quite comfortable; they will always hurt someplace; they will never know what contentment means as we know it, because they will never have enough to eat.

The thought distresses us. We don't want that to happen. We'd like to do something about it. But what? How are all the people on earth going to get enough to eat? That is the great problem of today, which thinking men everywhere are beating their brains to solve. It is not a new problem growing out of the war, not a problem to solve by passing a hat, not something that will be solved in the next two or three years as soon as the rest of the world "gets on its feet again." Nor is it a problem from the effects of which we Americans could choose to exempt ourselves any more than we could choose to exempt ourselves from a plague. Mass hunger; millions of people not ever having enough to eat. I am not talking of the sporadic, cataclysmic sort of thing that has touched most countries through all history, but of a growing destitution which is only enhanced but not caused by droughts and wars, and which has become chronic and shows no sign of abating. What happened to bring this condition about is by now a story quite familiar to us all; and yet we have to keep reminding ourselves of it all the time so as to appreciate what we are up against.

We all know how in the middle of the Seventeenth Century the population of the world started to change numerically. Where it had previously stood in a state of comparative equilibrium, it started to rise, at first so gradually as hardly to be noticed, but then explosively, with the consequence that during the span of only nine generations, the world's population increased from 545 million to 2,400 million. The change happened and is still in progress everywhere, even in already densely populated countries like China and India; even in remote places like Oceania, even in harsh countries like Africa. And there is no sign of leveling off in our life-time. Right now 17½ million more people are living in the world than there were this time a year ago; a million and a half more people live in North America now than a year ago. Next year there will be about that number of people more than there are now.

All these new people would still require more space, goods, and food than are presently available, even if there were to be no further increase in population; and a world-wide struggle is in progress to provide at least a subsistence standard of living for them. Every artifice that man has been able to muster is working to increase the food production, and at the same time to husband fertility, so as to preserve the earth from exhaustion and sterilization. Thus agricultural scientists are working everywhere to discover how the land can be made to sustain a higher production of food. But with all the benefits that science brings to agriculture, the productivity of the land is not enough for the ever-growing requirements of the ever-growing human population.

(Address by Dr. Lionel A. Walford, Chief, Branch of Fishery Biology, Fish and Wildlife Service, U. S. Department of Interior, at the recent Fishery Products Conference of the National Cannerymen Association Convention at Atlantic City, N. J.)



Walford

THIS fact is becoming well established in every man's consciousness. Even if it were not growing more and more self-evident, books, magazine articles and news stories about it come off the presses every day to remind us of it. But long before the books started talking about it, when the population was just beginning its explosive increase, an awareness of the growing condition began to develop deep down in man's unconsciousness. It was stimulated no doubt by growing competition among men, discontent, the determination to "get out." The result was the discovery, exploration and exploitation of frontiers. Now we have arrived at a time when there are no more frontiers on land in the world. There is no place to get out to. We cannot any longer run away from limitations of food and space by pushing into new areas. We have arrived at the sea. That, some people say, is our new frontier remaining to be explored and exploited. There, they say, we will find the source of the food that the coming millions will need.

But the productivity of the sea is not limitless or constant either, any more than that of the land. Although there are still regions of the ocean untouched, the marine-wise countries have long exploited, and in some places severely over-exploited the most accessible areas. Nevertheless, the entire food resources of the sea are not yet exploited efficiently anywhere in the world. By efficiently I mean in a scientific manner with a design planned to get the most that the sea can yield on the average, continuously, for the benefit of the most people through all time. Shortly after the middle of the last century thinking

(Continued on Page 33)



of the \$842,000 Todd Thermal proved commercial installation of the \$842,000 Todd Thermal fog dispersal system was successfully tested at the Los Angeles Airport, at a press demonstration, and the world's first full-dress rehearsal and public demonstration of the system, designed to improve airline safety and schedule regularity, will take place sometime in March. Announcement of the forthcoming public demonstration of the system was made jointly by Clarence M. Young, General Manager of the Los Angeles Airport Department, and James E. Reed, Acting Regional Administrator of the Civil Aeronautics Administration's sixth region. The Todd Thermal Fog Dispersal System was sponsored by the CAA and the Los Angeles Airport. Date and hour of the public demonstration will be announced soon. Routine and intermittent testing of the entire system will be conducted between now and the public demonstration.

The Los Angeles Airport Thermal Fog Dispersal System is the first com-

Fog and Fidos

Todd Shipbuilding's Fog Dispersal System Gets Once-Over From Press

mercial installation in the world and was developed by Todd Shipyards Corporation. The City combined with the CAA to finance the construction under the Federal Airport Act. However, the five major airlines serving Los Angeles—American, Pan American, United, Trans World and Western—have underwritten operating cost and maintenance and have contracted with the Los Angeles Department of Airports to amortize the city's \$386,541 of capital expenditure, over a five-year period.

The Los Angeles Airport installation is designed to produce ceiling heights as follows:

- (A) 400 to 300 feet in the 2,000-foot approach zone.
- (B) 250 feet in the 1,000 foot "Touchdown" zone.
- (C) 200 feet to 75 feet in the 3,000 feet of remaining runway.

There are 392 "triads" on frames erected 14 inches above the ground which parallel both sides of the main east-west Los Angeles Airport runway and approach zone for 6,000 feet. Every triad has three Todd jet-atomizer nozzles that control the combustion of cheap diesel fuel under pressure of not less than 1,000 pounds per square inch. The triads are connected with underground pipes that lead to two oil storage tanks, situated in a remote area, holding 129,276 gallons of fuel each or a total of 258,552 gallons.

ACCORDING to the best estimates, this fog-eater system will turn 75-foot ceilings into 300-foot ceilings, and visibility of three-eighths miles can be turned into more than three-quarters of a mile in two minutes at a cost of \$200. A 50-passenger airplane can probably "FIDO" in to Los Angeles Airport for
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Milady

By DOROTHY HARVEY

It is refreshing to find open minds among some of the younger West Coast builders and architects who have turned their attention to the problem of low cost homes. Too many times, it seems, the attitude of the so-called experts has been that any low cost home must, of necessity, be just four walls and a roof, with none of the space and little extra things that make a house a home.

There's no doubt that this problem of providing homes at a cost the average person can afford is foremost in the minds of civic and governmental leaders. Letters to Pan-American Fisherman prove that it looms large in the thinking of those of us in the fishing industry, too, from the men who visit the fishing banks through to those on the canning lines. In all the developments reported so far, it appears that the primary consideration has been to produce something—anything—that will do for a place to hang your hat. Most of the results have been along conventional lines, with little attention being paid to latest trends in architecture or modern engineering methods. Questions from readers prove there is a wide desire for more than mere "cracker boxes." There is a desire for a modern home that will bring full opportunity to take advantage of California's sunshine and habit of outdoor living. Of all the plans we have seen, those produced by a San Diego builder and a Los Angeles architect best meet these desires. The builder is A. C. Vistendahl, who until now has been concerned wholly with commercial construction. The architect is A. Quincy Jones, one of the younger, more alert designers. Neither has any patience with the belief that a low cost home must be stereotyped.

VISTENDAHL is a young man of imagination and courage, who is favorably known in the fishing industry as the engineer who directed construction of the Peoples Canning Plant of San Diego. Jones, although comparatively young in his profession, has a record of achievement that is singularly impressive. He worked with Del Webb, owner of the New York Yankees, on

Webb's 700-home project in Tucson, and was retained by Ed Pauley for the latter's Cocoanut Island construction. Then he lent his designing ability to the 400-family Mutual Housing Association, Crestwood Hills project in Los Angeles, and is now drawing the plans for a \$15,000,000 linoleum plant for the Paraffine Companies.



JONES' contribution to the San Diego low cost home is modern architecture, and multiple use of space; plans that lend themselves to modern engineering techniques. Vistendahl's contribution is labeled construction know-how. He has been deeply interested in the experiments of the Small Homes Council at the University of Illinois, where time-motion studies proved that the costs of a home could be reduced by modern engineering and building techniques. He applied these to Jones' plans, with the result that building time is speeded and costs reduced. Here are some of the things that they have included in the home which will sell, completed, for \$8,500: Cork flooring in kitchen and bathroom; concrete floors, ready for carpeting, in the two bedrooms and living room; central heating; exterior walls mostly of glass (56 per cent are glass, as compared to the usual average of 16 to 20 per cent); large master bedroom with built-in dressing table with shelves, and a 7-foot wardrobe equipped with shoe trays, racks, etc.; bath tub with shower head; separate service porch with built-in tubs and laundry trays; detached garage; every room except bath opens to the outside, (preventing fire traps), indirect lighting and natural wood finish throughout; hardwood serving bar separated from kitchen by sliding glass panels; a kitchen in which sink and cabinets are suspended above floor, for easy cleaning; and multiple use of all open spaces. To check their planning, the two are building a pilot model, and you can put it down right now that I'll be one of the first to look it over.

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MONTEREY, CALIFORNIA

Peterson

(Continued from page 10)

PETERSON was born in Tacoma, Washington, February 7, 1914, and took his grade and high school in the same city. Tacoma, a city whose main source of income is derived from boat-building and fishing, of one nature or another, was admirably suited, so far as environment is concerned, for a youngster who started out, as Peterson did, to become a shipbuilder.

In 1933, upon his graduation from Lincoln High School there, he decided to look over the Northwest territory a bit, do a little fishing and hunting for about a year, and then settle down to the grind. The result was that he spent the entire year of 1933 in fishing from a rowboat while encamped in a tent. Fairbanks, Alaska, that melting pot of romance and color, captured his imagination at the start of 1934, and, unable to resist the call longer, he went there to work in a hotel for about 18 months. The excitement and action involved in commercial fishing had him by the throat by that time, of course, and he gill netted for a season in the Bering Sea.

Meanwhile, John Peterson, his father, had started a boat works in Tacoma. Capable, hard-working and efficient, Peterson Senior soon was rolling fast, and in the latter part of 1936, he sent out an SOS for his son to come home and get to work. It was during the period from 1936 to 1939 that Peterson Junior learned the rudiments of the trade, and in 1939 the pair decided to take a step that all finished boatbuilders, before and since, have found necessary to successfully carry on their trade. In brief, the Petersons built the *Empress*, a 48-footer, and went commercial fishing off the Alaskan coast, where, for a year, they fished for tuna and salmon, and so learned the myriad demands that commercial fishermen must make upon their craft. When Peterson Senior died in 1942, his son took over, and, aided by his mother, he has been in the business since.

Currently, he owns the *Sea Bound*, a 55-foot purse seiner, which fishes for salmon, and also a half interest in the *Joann*, a 57-foot seiner which also fishes for salmon. He has turned out, all in all, 31 boats of several varieties, including tugs. His yard at Tacoma is capable of handling two or three boats under construction at once, in a main building that is 280 feet long and covered.

Peterson is married to tiny, brown-

(Continued on page 43)

Fair Winds

By JOHN DE BECK

I BUMPED into radio's *Voice of the Fishermen* today, and we had quite an interesting chat. He is heard by the public Sunday nights over station KUSN, and goes by the name of Bart Hind. Bart and his buddy, Fred Van Riter, put on a half-hour program, which is devoted to the betterment of the San Diego fishing clan, and their harbor, for National Steel and Shipbuilding. A graduate of San Diego High School, where he majored in languages, was a wrestler, and sports editor of the *Russ*. Hind believes that "San Diego begins two blocks away from the waterfront and extends down to it." He would, like all persons who know the fishing industry, like to see more civic emphasis placed on harbor development. "Most of San Diego's voting citizens are unaware of the industry's worth (over \$100,000,000 locally) and don't support at the polls." The answer is, according to Hind, better public relations and educational projects. The program *Voice of the Fishermen* was his answer to the problem. So much so, in fact, that he carried the program 31 weeks without a sponsor. "I want the people of San Diego to understand how important the fishing industry is, and how fully the men earn their income," the medium built, curly headed broadcaster declares emphatically, when asked the purpose of his brainchild.

THE half-hour show, now about a year old, originally featured short items about the returning fishing clippers, and musical recordings. Aided at the present time by a wire recorder, which has been made portable by the use of batteries, Hinds has developed a special short report, when news is available, from each of the San Diego canneries; The American Tunaboat Association, the United States Coast Guard Airbase, and other sources of information of interest.

HIGHLIGHT of the program, which has attracted a growing audience, is called, *Tales from the Tuna Bank*, and features memorable adventures in the lives of veteran port city fishermen. Recently featured, as an example, was Joe

Alioto, skipper of the clipper, *St. Joseph*, whose adventures while skipper of the tunaboat *Dependable*, on his second trip to southern waters, make an interesting story. "Fishing was good and the boat was ready to go home after a successful week's fishing operations, poling in first grade yellowfin. On the way north, they struck bad weather in the form of a chubasco, which are noted by border city fishermen for their destructive qualities. Alioto, with a fully loaded tuna clipper, had all movable gear stowed away, after throttling down

to quarter speed. Just before the storm hit, the stowing process was completed and the *Courageous*, hampered by a poorly functioning depth recorder, was forced to leave the shelter of the coast and head for the open sea, and the teeth of the storm. As it happened, the heavily laden ship had a rough time, and mountainous seas washed the vessel from stem to stern. Tearing at the edge of the main fish hatch cover, a fisherman noticed the hatch, secured by heavy rope before the storm, start to give away. All hands immediately fell to, while a few additional crew members searched the lockers for additional fastenings. Seven nine-inch spikes, found in a junk locker, conquered the menace, and the crew, exhausted from their efforts, rode out the storm.

A RECENT addition to the program, was a recipe section, toward the end of broadcast time, which provides interest for the ladies. Some records are played, requests fishing families for ocean borne members of their clan, and these musical numbers are scattered throughout the broadcast. It is programs such as Hind and Van Riter's that publicize the tuna industry of San Diego and will make visitors to our border city seek the waterfront scene here like the visiting public seek the pineapple industry of Hawaii, with a corresponding increase in tuna demand. Like Bart says, "San Diego's greatest industry should become a great asset to the town."



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Chapman

(Continued from page 22)

those fish remaining, less fish being left for natural predators, and so on. As the fishery increases in intensity, the yield from it becomes greater, the total size of the fish population continues to decrease, and the rate of total replacement of the population continues to grow. But this cannot go on forever. At last there comes a point where the fishing intensity becomes so great that the fish population is no longer able to meet it by increased reproductive ability. When the fishing intensity continues to increase beyond this point, the actual yield from the fishery begins to decrease, and it continues to decrease either until the fishery is relaxed or it becomes uneconomical to fish any harder. A number of examples of either situation could be cited.

Briefly put, for each fish population there is a point of fishing intensity which will result in maximum production year after year from that population. If the fishery is less intense than this, it is a wasteful fishery, for fish that could be used by man are dying from natural causes. If the fishery is more intense than this point of maximum production, it is equally wasteful.

Less fishing would actually produce more pounds of fish from the fishery. If the problem is solely one of producing a maximum quantity of food out of the sea, then the following course of action is a logical one: Each fishery should be encouraged to grow until the maximum point of production has been reached. Beyond that point, the amount of fish which the fishery should take each year should be held at that quantity which will keep the level of the particular population of fish at the height which will permit the maximum annual catch of fish year after year. There is no sense in restricting fishing effort until the point of maximum production has been reached; after that point has been reached, the fishing effort would be closely regulated so as to assure the ability to take a maximum crop next year, and the year after. That is where the rub is. The economic situation of the world; the increasing need for animal protein food; the tendency to use land area for producing food of vegetable origin at the expense of raising food of animal origin; the situation which drives nations to seek self-sufficiency in all economic fields where that is possible—all of these factors lead to the development and growth of fisheries, indeed their over-development and over-growth. The situation now in

Western Europe is a case in point. There a number of nations are pushing forward, as national economic policy, the increase of their trawling fleets at a time when the probability is well-realized that the known fishery resources available to trawlers off Western Europe are decreasing in quantity through over-fishing.

The difficulty is that there is no way to put the brakes on an international fishery once its growth has started. The land area of the world is split up into scores of separate areas which have more or less independence of each other. The laws governing the agricultural production from these separate land areas are made locally within each area. They are flexible and can be changed quickly if new conditions in any area require change. There is little or no legal relation between the manner in which a farm in a Norwegian valley and a farm in Maine are managed. Contrast this situation with that prevailing in food production on the high seas. The fishermen of Maine and those from Norway, once beyond the territorial waters off their coasts, enter the domain of a single, identical system of law—international law.

That three-quarters of the world sur-
(Continued on page 31)

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Fishing Families

(Continued from Page 19)

son of father Anthony, "I would estimate the size of the school at about 100 ton, since we were in the center and made a large set, which didn't get but a third of the school, about 40 ton, the best single catch we ever made."

In 1939, while netting bait off Ocean Beach the weather, in the form of a hurricane, later recorded as "one of the worst in Southern California history" by the Coast Guard, almost got the best of all four of the Giacalone fishermen. The storm warnings were up, but the weather seemed fair and the fleet of boats, including the *Unione No. 2*, had left the protection of Point Loma, for a little fishing before bad weather struck. They figured on staying close by, but still fishing. As it was, a small fleet of boats were off Point Loma when the storm struck with all its sudden fury, building swells which threatened to break over the fishing vessels. Those who were witnesses described the waves as being the largest seen dwarfing those down south and threatening the diminutive fishing boats. Once the shelter of the harbor was reached the crew members looked from the mouth of San Diego Bay south to Mexico and heard the roar of the wind and saw the pounding surf tear away at the beaches, with tremendous fury. "Nothing can be said to describe our feelings, except we were sure happy . . . and thankful."

Todd

(Continued from Page 20)

ment for wood and steel vessels. Todd has developed the processes of wet and dry sand-blasting to a high degree. It uses the process of wet sandwashing in lieu of cleaning and scraping in 90 percent of its drydock operations on steel hulls and thus saves the fishing fleet operator considerable time and repair costs. The Todd paint department is completely equipped with a large stock of all standard brands of paint and experienced personnel for both spray and brush painting, as well as for the application of hot and cold plastic paints.

Todd officials report that their repair prices will be consistent with those now in effect and, in many cases, will be less because of the large volume of work which the yard can handle with resultant savings to the fishing fleet operator. The plant operates on a 24-hour, two-shift basis, and has skilled workmen available at any hour to take care of any type of repairs required by the fishing boat operators.

(Continued from Page 29)

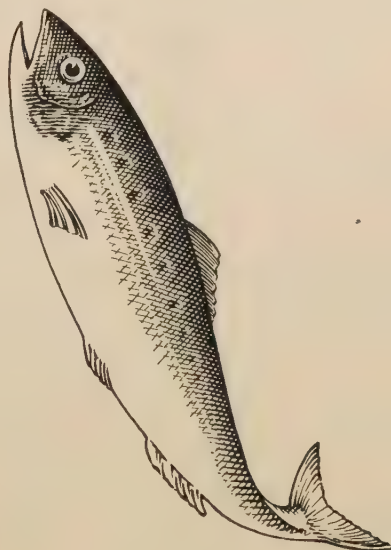
face which is called the high seas has come to be considered as common ground for all nations. There are no special rules governing any one segment of it unless all nations interested in that segment are in agreement upon the special rules. As a consequence the laws that apply generally to the high seas are mainly aimed at the objective of maintaining rights to freedom of navigation. Any addition to this body of laws is scanned primarily to see whether or not it is going to set a precedent which may sometime in the future impede the right of free navigation. The result, generally speaking, is that each nation retains sole jurisdiction over its vessels and its nationals on the high seas and no other nation is permitted to exercise any jurisdiction over these vessels and nationals while they remain on the high seas, except where special treaties between those nations have been concluded. The result of this upon the fisheries has been that there has been very little incentive for nations to get together for the purpose of conserving their fisheries that lie in international waters. Should any two or three nations get together for the purpose of putting the brakes on the expansion of one of their fisheries which is expanding beyond the capacity of its fish stock to produce, then the fishermen of a fourth or fifth nation will flock to this area to fish.

A CASE in point is the stock of halibut in the Northeast Pacific. These stocks of halibut have been built up through joint management efforts of Canada and the United States until there are few areas in the world where a catch of valuable fish can be taken so readily and easily. This management scheme has worked successfully because of geographical isolation. Until rather recently it has been difficult for fishermen from far distant countries to come and fish these rich banks. This technological difficulty is decreasing daily. In the North Sea where the fishermen of a dozen nations can work, one about as easily as another, it has not been possible for any two nations to agree to a constructive step in fisheries management and then exercise the jurisdiction that would be required to put the management program into effect. Agreement between a dozen nations is not easy to obtain. Consequently, there has been no effective management of the fisheries of the North Sea. The fishing fleets there continue to expand, the stocks of the most valuable kinds of fish there continue to decrease in size, and the yield from them actually de-

creases in spite of the increase in the number of fishing vessels and their efficiency of operation.

What is the cause, and how can the effect be diminished,

One of the causes lies in the word quota. Each fish population, as we have seen, can produce so many pounds of fish each year and still stay in shape to produce the same number of pounds next year. This is a natural law that we do not know how to get around or modify in any respect. In speaking about this, we say that there is a quota which can be safely taken each year, and, if more is taken, then there will be a smaller quota to be taken next year, and so on. But when you say quota, fishermen immediately begin to wonder what share of that quota they are going to be permitted to take each year. There is a



fear immediately that one's quota of the overall quota will not be large enough. There is a fear that three or four other nations will combine against your nation to vote that they will take 95 percent of the total quota and leave you with 5 percent or less. All the selfish side of our nature is brought to bear to see that we can get as much of the general quota as is possible; all the suspicious side of our nature is alerted to see that other nations do not deprive us of our due share.

Since what any one nation thinks is its due share of a quota is generally larger than what any second nation thinks is the first nation's due share, few treaties using a quota system for the management of a fishery are signed, in spite of the fact that laws of nature dictate this as the natural way of managing the fishery. The convention between Canada and the United States for the protection of the halibut fishery of

the Northeast Pacific avoids this problem completely. This fact has generally been overlooked and its importance in the great success which that convention has brought forth has not been emphasized. This convention set up an International Commission to find out through scientific investigation why the yield of the halibut fishery was falling off. The Commission found that there was overfishing, and that the fishery should be reduced. But instead of saying that the Canadian fleet should be reduced by ten per cent and the United States fleet be reduced by twenty percent, or vice versa, the Commission took the straight course dictated by the biological facts it had ascertained.

It found that the halibut stocks could yield just so many pounds in any one year and still leave enough fish for next year. The Commission took the view that its function was to build up the stocks of halibut so that a maximum poundage of halibut could be had from the banks every year forever, and that this was its sole purpose. Consequently, it put a total overall quota on the amount of halibut that could be taken in any one year. It did not say who could take any part of this quota; it merely said that, when this total quota was taken, everybody had to stop fishing for that year. This did not contribute to, nor detract from, any selfish interest that either the United States or Canada had in increasing its relative share of the fishery. The action of the Commission simply avoided this question. During the fishing season the fishermen of both Canada and the United States fished as hard as they could, or as hard as their particular market conditions would permit. Some years Canada caught a larger share of the total than it had in former years; some years the fishermen of the United States caught a larger share than they had formerly taken. Who got the fish was the responsibility of the fisherman; the sole responsibility of the Commission was to see that there was a maximum quantity of fish there to be taken.

AND what has happened? The Commission started out with badly depleted halibut resources. It set the first quota sufficiently low that there would be not only an ability to catch that many fish the next year, but there would be a little left over and above that amount. Halibut on the banks were treated as money in the bank. A little was added to the capital in the bank each year. Consequently the entire halibut industry of both countries found that, instead of living on its capital, it was now living well within its interest yield from that capital; and, as the

(Continued on page 33)

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(Continued from page 31)

capital increased, the interest yield also increased. Each year the Commission, carefully watching the condition of the stocks of halibut on the bank, has been able to say that the total catch next year can be a little greater than this year. In the course of less than twenty years the annual quota has been raised from 44 million pounds per year to about 56 million pounds per year.

Notice very carefully that it has not been the quota of the United States or that of Canada that has been raised each year. It has been the total quota; first come, first served. The result has been that, although the relative shares of the United States and Canada may and do vary from season to season, they do so under the operations and conditions of free and fair enterprise, and not because of any fiat allocation of the Commission. Furthermore, the fish are now so abundant on the banks that it takes hardly a third the amount of effort to catch 56 million pounds now that it took to catch 44 million pounds eighteen years ago. This international convention and the work of this Commission has done nothing at all to protect the stocks of halibut off the coast of the United States from being exploited by Canadian fishermen; neither has it contributed in any measure to protecting the stocks of halibut off the Canadian coast from being exploited by fishermen from the United States. But the total halibut stock has been protected from over-exploitation by the fishermen of both countries; and it has grown, thrived, and yielded increasing crops to the fishermen of both countries. This is the kind of protection which produces profit for everyone concerned.

This is the kind of protection that we are desirous of extending to all of the fisheries in which United States nationals are involved, as they come to need such protection. We can do this now, under international custom and usage, so far as we and other nations may exercise jurisdiction over fishermen in the high seas in every case where we and other nations agree by treaty or otherwise for such purposes. This lies at the base of the Presidential Proclamation of September, 1945. The desire is to extend to fisheries of the high seas generally the possibility of management for the purpose of conservation, which has proved to be so profitable in the halibut fishery. Here we run up against exactly the same problem that the Halibut Commission faced in its simpler two-nation problem. If we or other nations attempt to say which country shall get what proportion of the

yield of these fisheries, dissension will arise and we shall be able to reach no agreement for the conservation of the fisheries. Hence the logic of taking the same decision as the Halibut Commission did: To say that our first responsibility is to protect the fish stocks themselves from overfishing.

We seek to establish the principle that countries off whose coast a fishery lies, and countries which participate year after year in a fishery in a major and consistent manner, have the primary interest and responsibility in keeping those stocks of fish at the level of abundance that would make possible the maximum yield from them year after year. With responsibility must go authority, to carry out that responsibility. The authority which is required is the means to place all fishermen who are operating in any particular fishery under exactly the same regulations without regard to nationality, so long as those regulations are for the purpose of conservation, and for that purpose only. This is a general policy that we would like to see adopted by nations generally. The Northwest Atlantic Convention we are proposing to negotiate this month is a special instance of the general problem, but it is entirely consistent with the general problem and can be used to illustrate it. In the preliminary draft of this convention, which will be the basis for discussion at the forthcoming conference, the area of the Northwest Atlantic is divided into four sub-areas which are separated more or less geographically, biologically, and politically so far as the nations who fish them are concerned. Sub-area 1 is the vicinity of Labrador and Western Greenland; sub-area 2 is the area adjacent to Newfoundland and the Grand Banks; sub-area 3 is the banks off Nova Scotia; sub-area 4 is Georges Bank and the adjacent high seas.

These four sub-areas are in a large part distinct biologically for the species which are covered by the proposed convention. For instance, the effect of regulation of the haddock fishery of Georges Bank will have little or no effect on the stock of haddock on the Grand Banks, since the haddock do not move back and forth between these two areas to any great extent. Consequently, the four sub-areas have been separated administratively in the draft convention. For each separate sub-area, a special panel of commissioners, drawn from the members of the overall commission, is provided. It is these four panels which will have the power of formulating regulations, each for its own particular sub-area. The overall commission will have powers only to formulate research pro-

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people in the maritime countries of northern Europe began to realize this. They asked themselves how long the sea could continue to produce lavishly under the intensive pressures of the growing demands. They recognized soon that they could answer this question only by understanding the sea and its life through systematic study. Thus about 80 years ago scientists started studying the great sea fisheries. A number of northern nations formed the International Council for the Exploration of the Mediterranean, a short-lived organization which the Food and Agriculture Organization is now trying to revive; those of North America the North Atlantic Fisheries Council, which discontinued a few years ago, we hope only temporarily. During the last year Oriental countries like the Philippines, China and French Indo-China have formed the Indo-Pacific Fisheries Council.

These organizations serve to bring the fishery scientists of the several countries together to plan their researches which are of mutual interest. Thus the scientists can use their respective talents and facilities to the best advantage; they share the benefits of the knowledge growing from each other's results; they stimulate each other's inventiveness and together they recommend appropriate courses of governmental action. Such cooperation is not a response to pretty sentiment, but to harsh necessity; for unlike the land, large areas of the ocean are not staked out for exclusive use of certain people. They are shared by many, and a cardinal principle of scientific fishery practices is that it is impossible without the concerted effort of all governments concerned.

At the same time, a cardinal principle of fishery research is that it needs the help of many sciences—meteorology, physics, chemistry, physical oceanography—all of those as well as biology. And in biology itself it needs many different kinds of talents and specializations: population statisticians, ecologists, bacteriologists, physiologists, systematists. Consequently, in every sense, ocean fishery studies must always be team efforts—there is no place for the grandstand player—with many kinds of scientists, often representing many governments, working together selflessly as a team. I can bring out some of these points more clearly by telling about some of the actual problems of the ocean fisheries. The most pertinent example, of course, is that of the Atlantic herring. This is a tremend-

(Continued on next page)

ous population—probably the most numerous fish in the North Atlantic. Along with cod it is probably exploited by more countries than any other fish. It lives over a vast area, from our middle Atlantic coast up as far north as Labrador, over to the European side into the North Sea into the Baltic, around Iceland, along the Norwegian coast, from the north of Scotland to the south of Ireland, and in the White Sea.

We know that fishermen of 15 nations take out of the Atlantic Ocean between 3 and 4 billion pounds of herring annually. But when I say "herring," that is a great over-simplification, for although, scientifically, the Atlantic herring is classified as belonging to a single species it really consists of a population of races, communities, or stocks. There is a problem in semantics as to what word we should use. I am going to say stocks in this discussion. Such knowledge as there is about stocks of herring comes from painstaking studies which biologists have made throughout the area where herring are found, using the same biometrical methods that anthropologists use for studying the races of man. From these studies we know there are different stocks of herring, but we don't know for sure how many there are. We know still less as to how those that seem to be easily recognizable behave; that is to say, how or when they migrate, or what makes them school or fail to school, and so on. We don't know in what proportions the total catch of herring is made up of the several stocks. The reason for this lack of knowledge lies in the serious obstacles that hamper any direct methods of study. The most serious of these is that no one has yet found any feasible method of tagging herring as American workers tag pilchards or sardines on our Pacific coast, or herring in Alaska. The trouble is that apart from the fact that the herring is one of the most delicate of fish—it cannot stand even the most careful handling and is much more delicate than our Pacific sardines—the whole process of fishing and marketing stands in the way of ever getting the tags back. Whereas, large quantities of our Pacific sardines and herring are normally made into fish meal and oil so that tags can be recovered by magnets as the meal passes over conveyor belts, the bulk of European herring is not made into meal and never passes over a conveyor belt. Most European herring are caught by drift gill nets; they are picked out of the nets by hand, usually at night; they

are landed in many small ports and gutted and prepared for market by hand very rapidly, often in the very dim light of night or early morning, and there is very little likelihood that the workers would ever see any tags. Biologists have tried all sorts of tags so far without success. Eventually, of course, they will solve the problem. When they do it will only be because all the countries concerned will have worked together, by pooling ideas, conducting cooperative experiments, and by helping in recovering the tags.

MEANWHILE, the life of the herring continues to be at least partially shrouded in mystery. They come within the range of fishermen just before their spawning season, or during their spawning season, or just afterwards. But where are they during the intermediate period? Their movements, such as we know them, are very undependable. They are subject to remarkable fluctuations in their availability to fishermen and in their actual abundance, too. These fluctuations are known



to be associated with fluctuations in the pattern of currents. These currents are like highways along which the fish migrate, and they shift geographically in response to fluctuations in the winds. That is where oceanographers and meteorologists must contribute their efforts toward the solution of the herring problem, and where close international cooperation is necessary because no one country could possibly make the necessary weather and oceanographic observations. The European countries have yet to establish a concerted oceanographic and biological study of herring on the cast scale that this problem requires, and until they do establish it herring will continue to be an undependable resource, inefficiently utilized.

People have called these fluctuations "unpredictable." They would be more accurate if they said "unpredicted." They will remain unpredictable until meteorologists and oceanographers working together learn exactly how to associate the force and direction of the winds with the system of currents, and until chemical, physical and biological oceanographers together learn how herring are affected by the water masses of the ocean. Fluctuations in abundance and habit are especially characteristic of the pelagic fishes, that is, those that

swim in the open sea like herring, sardines and tunas. During the last three years there have been two very dramatic cases in point, one in Europe, the other in North America. Along the coasts of Spain, Portugal and France there is a very old established fishery for a sardine which is rather closely related to our Pacific species. During the last three years these sardines suddenly became scarce, at first in the northern part of their range, and later farther south. At present the Portuguese sardine industry is very concerned by this disappearance and the Portuguese government is beginning an oceanographic and biological study to determine its causes. At the same time this happened we had a similar experience in the United States. Beginning in 1946 sardines failed to appear on the usual fishing grounds from California northward. The fishing fleet searched in vain for a catch, and the 86 canning and reduction plants centered at San Francisco and Monterey remained almost wholly idle. What was the cause of this sudden failure of sardines to appear where they had come year after year? Was it due to over-fishing or were there some unknown oceanic conditions that diverted the sardines to other grounds and perhaps killed the spawn or destroyed the adults?

Biologists had been studying the Pacific sardine for several years but they had been obliged to carry on most of their work ashore with insufficient observations at sea to make it possible to associate atmospheric and oceanographic conditions with the behavior of the fish. Public interest is much more apt to be aroused by abnormal conditions than by the prosaic normal. We are much more ready to want to "do something" about a disaster that has hurt us than we are to study everyday conditions. So with the sardine. It took a disaster to interest the sardine industry to find means for making the studies that should have been made years ago. Now a superb example of inter-governmental cooperation is getting under way with the California Division of Fish and Game, Scripps Institution of Oceanography, U. S. Fish and Wildlife Service, Oregon Fish Commission, Washington State Department of Fisheries and the Biological Research Board of Canada, all participating; and oceanographers, biologists and meteorologists are bringing their several talents into this study. Four research boats are being used, three of them being supplied by the State of California, one by the Federal government. This is the first study carried on in the waters of the continental United States that anywhere near approaches the proper scale or

which fishery problems should be studied.

Up to this point I have been talking about herring-like fishes because they furnish more food to the world than any other marine resource, and because they are important to the canning industry. It seems likely that if more food, cheap food, I mean, had to be produced from the sea in the Northern Hemisphere it would come from among them. They are, however, given to capricious changes in behavior. When fishery biologists finally discover the nature and causes of these changes, there will be plenty of practical results—for one thing, a means of predicting changes before they happen; for another, a means of knowing where to look for fish when their disappearances are due to change of habit. Most research biologists have at least two ambitions which are usually unrequited—one is to study fish populations under primeval conditions. They rarely get to do that, however; for it is not until after a fishery has become well established and something disastrous seems to have happened to the resource that the biologists are called in to "do something." Their other ambition is to study a fishery population with the amount of money, ships and tools that the job requires. Last year Congress appropriated a million

dollars, which ought to go a long way toward satisfying this ambition for at least one team of lucky researchers. With this amount, the Fish and Wildlife Service is building a laboratory at Hawaii and commissioning three vessels, one of them primarily for oceanographic and biological research, the other two for exploratory fishing. The biologists will concentrate on the tuna resource of the Central Pacific. Their aim is the practical one of learning what we need to know about tunas in order to enable an American industry to establish tuna fisheries in that area on an economically and scientifically sound basis. The biologists will study the habits of the tunas and the way they are affected by all the interlocking processes of their environment like weather, currents, and food.

THE fishes I have been talking about spend their entire lives in the oceans and so are affected only by oceanic conditions, or indirectly by atmospheric conditions through their effect on oceanic waters. There is another type of fish, however, also subject to great fluctuations in abundance, but these are not entirely controlled by marine conditions. I refer, of course, to the Pacific salmon, which spend part of their lives in fresh water and part in salt water. Because of the insignificant mass

of fresh water streams as compared with the oceans, salmon eggs and young are more subject to the vicissitudes of weather than are those of purely marine fishes. Floods which scour or silt spawning beds, drouths that dry them, and severe winters that freeze them, all take their toll of the developing eggs. Young fish may be stranded in pools as flood waters recede and may be affected in many other ways by meteorological conditions. In fact, these effects have been so obvious and attention-compelling, that biologists have often overlooked completely the marine phases of the salmon life history. The greater accessibility and ease of observation of fresh waters have also acted to turn research efforts in that direction.

In salmon as in marine fishes what we need is a comprehensive approach to fishery research. Salmon investigators must study more fully the course of marine migrations of the various races, and must learn more about marine mortality and the factors affecting it. We cannot think of the run to each salmon stream as a separate entity, but must consider also its relation to other runs of salmon and to other populations of marine fishes through such interdependencies as predation and food competition.

(Continued on page 39)

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(Continued from Page 9)

on February 23, the project was moved from the House to the Senate for a rehash, and the same promises. Last week most of the delegation had returned home. They weren't kidded; President Truman had, and could invoke almost immediately, and without action by the Congress, and the necessary steps to remedy the situation, and what about altruistic Dean Acheson, Secretary of State? Carlton Crawford of Palacios, Texas, President of National Fisheries Institute, left them with this parting shot: "The fishing industry of America must now use the right of petition as guaranteed us by our Constitution. This must be done either by personal conversation, by telephone, by telegraph or letter, for in no other way can our national lawmakers understand how serious is this problem of unrestricted imports and steady loss of exports. Our Government must understand that unless some relief is provided for the fishing industry, our shore workers and fishermen will become idle; our plants and facilities will either close down or be forced to move to foreign countries to continue their business operations. Every member of the industry, whether a fisherman, shore worker, or an owner of boats, plants or equipment can do this by petitioning his U. S. Senators and Congressmen to insist on reasonable quota limitations of imports and some way to retain our former export markets." The delegation:

Representing management—W. Wade Ambrose, Westgate Sea Products Com-

pany, San Diego, California; Stanley Burgess, American Legion, Gloucester, Massachusetts; Harold Cary, San Diego, California, representing American Tuna-boat Association and Lower California Fisheries Association; Gus Chekares, Gloucester, Massachusetts, Real Estate Broker, representing small home owners of Gloucester; H. L. Claxton, R. W. Claxton, Inc., Washington, D. C.; Carlton Crawford, Crawford Packing Company, Inc., Palacios, Texas, and President, National Fisheries Institute, Inc.; John DelTorchio, Cape Ann Fisheries, Inc., and Gloucester Fisheries Association, Gloucester, Massachusetts; M. J. Dillon, General Seafoods Corporation and Massachusetts Fisheries Association, Inc., Boston, Massachusetts; Manuel Domingos, Fishing Vessel Owners Association, Gloucester, Massachusetts; W. C. Eardley, Eardley Fish and Fillet Company and Seattle Fish Exchange, Seattle, Washington; Archer Eckdal, San Diego, California, representing California Fish Cannery Association; John A. Fulham, Fulham and Herbert, Boston, Massachusetts; Thomas Fulham, Fulham Brothers, Inc., and Federated Fishing Boats of New England and New York, Inc., Boston, Massachusetts; Henry Goodrich, New England Fish Company of Oregon and Columbia Riv-

er Salmon and Tuna Packers Association, Astoria, Oregon; George T. Harrison, Tilghman Packing Company, Tilghman, Maryland; L. F. Hart, Secretary, Gloucester Fisheries Association, and Manager, Gloucester Chamber of Commerce, Gloucester, Massachusetts; Rober McCarty, Washington, D. C., representing Sun Harbor Packing Company of San Diego, California; R. M. Meehan, seafood broker, Washington, D. C.; Stephan Meehan, seafood broker, Washington, D. C.; Edward Newton, Point Judith Fishermen's Cooperative Association, Point Judith, Rhode Island; Edward O'Neil, Executive Secretary, Seafood Producers Association, Inc., New Bedford, Massachusetts; Ignatius Palumbo, Empire Fish Company, Gloucester, Massachusetts; Thomas D. Rice, Executive Secretary, Massachusetts Fisheries Association, Boston, Massachusetts; Frank Santos, Stanley Oil Company, Gloucester, Massachusetts; Irving Usen, O'Donnell-Usen Corporation and Usen Trawling Company, Boston, Massachusetts; Milroy Warren, R. J. Peacock Canning Company, Lubec, Maine, and Maine Sardine Packers Association; B. F. Whalen, R. O'Brien Company, Inc., Boston, Massachusetts;

(Continued on page 39)

Avondale to Build Three More Tuna Clippers

Contracts have been received by Avondale Marine Ways, Inc., of New Orleans, Louisiana, for the construction of three (3) of the latest type Tuna Vessels for operation on the west coast. These vessels are of a design by G. Bruce Newby, Long Beach, California, prominent naval architect, who has designed many of these vessels previously built by Avondale. This latest contract was negotiated through C. W. Drake, who is the Pacific Coast sales representative of the large shipyard.

Speed stressed. Each of the vessels, which embody the latest design are to be 121' long, have a beam of 28' and a depth of 13'3". The lines will be similar to some of the other tuna vessels previously designed by Newby, but the hull will be deeper aft. The carrying capacity of each vessel is to be 220 tons of fish, which will give more stability, more efficient operation and greater speed.

The first clipper, *Sea Magic*, is for Manuel A. Fernandez et al and is scheduled for delivery on June 15th. The other two, *Excalibur*, for Angelino Gonsalves, et al, and the *Santa Anita*, for Wendell Fernandes et al, are scheduled for July 15th and August 15th respectively. All three tuna clippers are to fish for large canneries on the west coast.

Propulsion power of these vessels is a Model 567, Beneral Motors diesel, 900 h.p. 12-cyl. with 2 1/2 : 1 Falk reduction gear and Air-Flex clutch. Auxiliaries are a pair of Superior 8-cyl., 120 h.p. diesels, direct connected to 75 KW Electric Machinery generators. Bait pumps are 10" Fairbanks-Morse vertical type, driven by 20 h.p. F. M. Motors. Kohlenberger all brine refrigeration is specified.

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(Continued from page 33)

grams and to review regulations to make sure that the regulations of one panel area do not conflict or interfere with the regulations in another panel area. Thus, the regulating power rests with the panel area commissioners nearly entirely, and that is where nations will wish to be represented so they can see that their fishermen will be treated fairly.

IN the overall area seven nations fish fairly regularly. Others have fished before, and may want to again. But there is no one of the four sub-areas in which all the nations invited to the Conference consistently fish. Therefore, in saying who shall have the authority to formulate regulations, we have suggested that only those nations which are contiguous to a sub-area or which have a substantial and consistent fishery in a sub-area shall be represented on the panel of the sub-area. Further, in order to protect the interest of the countries adjacent to the area we have suggested that no regulations in any sub-area should be put into force without the concurrence of the contiguous country or countries, which will, of course, be represented on the panel of the commission. Thus we have a set of four panels who will have the authority to make regulations. Each fisherman will be represented in the area where he usually fishes by an official from his country who will be watching out for his particular interest.

But it is a well known historical fact that the fisheries of this area of the world are ever-changing in their national composition. Fishermen from the United States, for instance, have in times past fished extensively in all of the sub-areas. Then, in recent years, United States fishermen have restricted their efforts mainly to the Georges Bank area. But just recently, because of scarcity of fish on Georges Bank, fishermen from Massachusetts have been going again to Banquereau in increas-

ing numbers, and United States fishing efforts in the Newfoundland area have packed up again. It is an ever-changing fishery fluctuating as market conditions in the several countries change. Leeway has to be left for the dynamic nature of the fishery.

This we have allowed for in two ways: 1. Fishermen of all of the High Contracting Parties will be subject to exactly the same regulation in any one panel sub-area. (Thus a Dane who thought to change his luck and try a trip on Banquereau instead of off Jakobshavn would have to fish under exactly the same regulations on Banquereau as would the Canadians and others fishing there, even though there were no Danish commissioner at that time on the panel of sub-area three that made the regulations.) 2. If the shifting fortunes of the fishery result in the nationals of one country fishing consistently and substantially in one of the sub-areas where they had not fished at the time the panels were formed, then that nation would have a right to have commissioners on the sub-area panel.

In the draft convention, it is provided that the present lineup of national interest will be followed and be main-

tained for three years. After that, if a nation has established a substantial interest in a fishery in a sub-area where it was not represented originally on the panel, it may be admitted to that panel. The composition of the panels, after the initial three-year period, can be readjusted annually. Here we come to a type of legal machinery, then, that is capable of promoting the conservation of the fishery resources of the Northwest Atlantic area outside the territorial waters of the adjacent countries. Nations will be represented in accordance with their interests. Representation can change as national interests change. Nothing is said about how catches or quotas will be distributed among nations. The purpose, instead, is to see that the resources are kept in shape so that maximum catches can be had from them consistently. Nations have differed for centuries as to how the yield of a fishery should be divided among them. Nothing new has developed that affects these economic arguments generally. There is little hope but that each of these arguments will have to be settled separately as they come up, as have similar arguments in the past.

(Continued on page 39)

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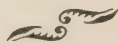
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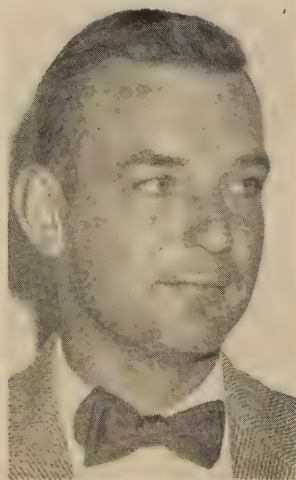
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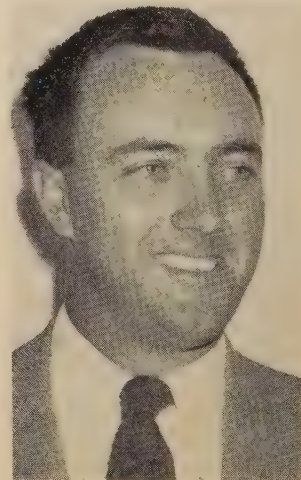
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Chapman

(Continued from page 37)

THE new factor that has arisen recently that affects high seas fisheries generally is the increased efficiency and mobility of the units that work in the high seas fisheries. If the activity of these units can be directed into proper channels, they can increase vastly the total production of the sea; if they go uncontrolled, as has been the practice of the past, they will lower one after another the food-producing potential of the major high seas fishery resources. It is the control of this new factor in high seas fisheries at which we aim. The protection we want for the ocean fisheries is protection from over-fishing to the end that our sons and our son's sons can profitably harvest the sea

Walford

(Continued from page 35)

The largest populations of salmon are in Alaska, where the product represents one of the most valuable canned packs of fish in the world. This product is now reduced in size, and to restore it to its former magnitude or even to maintain its present contribution to the world food supply will require a research program much broader in scope than the available funds have heretofore made possible. The Fish and Wildlife Service and the canning industry both have the same objective—to achieve the greatest possible continuing yield from the salmon resources.

I have wandered rather far from my topic "What the American Fishery Biologists are Looking For." I started by talking about the problem of population growth and hunger in the world. What, now, does the work of the fishery biologist have to do with that? Simply this: Fishery biologists are working along with all the other scientists engaged in food studies to determine how best the fishery resources can be utilized to contribute to the world's food needs. Some of them are studying well established fisheries to find means of sustaining or even improving the yield by managing the way in which the fishing is conducted, by establishing the size of the nets and catch quotas; or by limiting the fishing areas. Others are searching for new fishing grounds or new species of fishes to exploit; still others are improving methods of farming fish or shellfish; finally there are those who seek to increase fish production by improving the natural food supply or other aspects of natural environment.

March, 1949

E b b ' n F l o w

(Continued from page 36)

J. D. Williamson, Fortune Fisheries, Inc., San Francisco, California.

Representing Labor—Lester Balinger, Cannery Workers' and Fishermen's Union, San Diego, California (AFL); Leon Barrett, Atlantic Fishermen's Union, Gloucester, Massachusetts; Alphonse Hayes, Atlantic Fishermen's Union, Gloucester, Massachusetts; George Hodgdon, Atlantic Fishermen's Union, Gloucester, Massachusetts; Seth Levine, International Fishermen and Allied Workers of America, Washington, D. C.

Investment Returns. George Kettenburg, President, Kettenburg Boat Works, San Diego, California, was in a good mood. His office force had just completed several columns of statistics that showed his 66 fishing craft ("Kettenburg 38's") had racked up in 1948 more than \$1,000,000 worth of fish; at least \$100,000 more in return than the cost of the entire kit and kaboodle. His pet was the specialized Albacore craft, all of which are San Diego-based, and which, each year, sail into Mexican waters to fish by jigging, bait, or by both methods. 1949 looked good.

Power Preferred. One of the newest additions to the Southern California tuna fleet left Tacoma Boatbuilding yards, and swept out to sea during the latter part of February. She was the *Virginia R*, a clean, powerful unit, bare of tinsel, but with the look of a well-developed prize fighter. That's what her owners, and her skipper, Captain Manuel Ribiero, wanted: A fishing boat with emphasis on strength and speed. She was outfitted with steel bait and cargo tanks, metallized with molten spray

zinc; an International Nickel Company six-inch Monel tail shaft; Sperry electro-mechanical steering system, two-way radiotelephone; Intervox radio direction finder; Submarine Signal Company Fathometer; refrigeration for 12 steel brine tanks and two chilled bait tanks; Fairbanks-Morse pump system, and a Northern 2030 anchor winch.

Timber! February 16th marked opening of the trust territory by the Government, admitting commercial fishermen to the mid-Pacific area. Fishermen must agree to certain conditions before their fleets can sail for this tuna Utopia. Conditions have been approved by the Navy Department, which controls the trust territory, in cooperation with the State Department, the Interior Department, and the Fish and Wildlife Service. Commercial fishing will be opened to all nations in the trust territory, which includes the islands under the Japanese administration before the war, except Guam, the Carolinas, and the Marshalls. Deputy high commissioner of the trust territory, Rear Adm. L. S. Fiske, announced franchises, limited to a maximum of 40 years, will be granted to approved companies to catch, purchase, process, sell and transport fish and fish products. Upon the Navy's announcement of regulations for the fishermen, fishing interests in San Diego, and San Pedro, California, have made tentative commitments to fish that area. The companies allotted franchises will be confined to the importation of 100 non-native skilled workers, and will be accountable for their well being, while in the territory. Residents of the territory will be given preference over non-natives for which positions they would

(Continued on page 41)

Happy Smiles

Arthur DeFever, well known naval architect, Frank Breuha, a little Breuha, Mrs. Frank Breuha and Boatbuilder George Peterson at christening of the new Tuna Clipper *Viking* at Tacoma, Washington.



Fog and Fidos

(Continued from Page 24)

about \$3 per passenger. This compares to from \$8 to \$10 per passenger if the airplane has an alternate field operation at Palmdale, on the desert near Los Angeles, where most commercial airlines heretofore have had to land during periods of low fog in the Los Angeles area.

The Todd jet-atomizers are ignited instantaneously by push-button control from a control booth through electrical dual igniters on the frame holding the triads. The design of the atomizing element is such that the rate of output in gallons of fuel can be varied by controlling the pressure in the return line without effecting the quality of atomization and without changing the oil supply pressure. The angle of flame in the Todd atomizer is practically constant over the entire range of fuel output. Burners can be immediately shut off to eliminate drip and to assure minimum required operation.

The intense controlled heat generated by the Todd jet-atomizer nozzles raises the saturation point of the atmosphere to absorb water vapor over and in the immediate vicinity of the runway. The Los Angeles Airport installation is designed to disperse the densest fog in 1½ minutes to a minimum operable ceiling height, permitting final "touchdown" of an airplane by visual contact. The highest concentration of heat is in the approach zone where a ceiling of 400 feet will be developed. The heat concentration is reduced along the runway so that a ceiling varying from 250 feet in the touchdown zone to 75 feet is produced at the west end of the runway.

Burning lines parallel both sides of the main runway for 4,000 feet and then fan out into the approach zone for 2,000 feet where they "hook" left and right to form burning patterns which take full advantage of wind drift normally associated with fog. Safety of airplane operations is assured by the wide separation of burning lines, ranging from 400 feet to 870 feet from the center of the runway. Glare walls have been built on all highways where necessary to avoid startling passing motorists. The entire system is fenced and service roads have been built to aid in maintenance. Fuel for the Todd Fog Dispersal System is delivered from the storage tanks by two centrifugal pumps, each capable of delivering 1,100 gallons of oil per minute at a discharge pressure of 1,200 pounds per square inch. This pressure will provide oil at

the jet-atomizers at a pressure of not less than 1,000 pounds per square inch. Each of the two pumps is fitted with an electric motor of 1,000 h.p. capable of varying discharge of oil from full capacity down to 35 gallons per minute.

ACCORDING to Col. Young and Read of the CAA the installation at Los Angeles Airport is the first of five navigation aids to be installed this spring and summer to guard airline safety and improve air transportation schedule regularity. They are:

(1) Los Angeles Airport will install High Intensity (100,000 beam candlepower) elevated runway lights with five steps of brilliancy control, operated from the Civil Aeronautic Administration control tower on the airport to augment the FIDO installation. They will replace the present lighting system.

(2) Installation of Slope Line System by the CAA consisting of two lines of lights on either side of the approach zone extending for 3,000 feet. Each line of lights will have 30 units and every unit will contain 200-watt lamps giving maximum intensity of 2,000 watts per



unit. Automatic visual direction is given a pilot so that as long as he remains in true glide path, the lines of light converge on the point of contact with the runway. If the pilot veers from true glide path, a geometric pattern of the slope line system is presented in individual bars of light pointed in the proper direction to return the aircraft to the correct course.

(3) Installation of Airport Surveillance Radar by the CAA which will furnish a viewing scope in the Airport Traffic Control Tower, giving a picture of all aircraft flying within the approach area.

(4) Installation of Precision Approach Radar by the CAA which gives operators in the Airport Traffic Control Tower a picture of all aircraft as they make their final approach for a landing in the approach zone, the true glide path and runway course and pick up aircraft in the last stage of landing. Use of the airport surveillance radar and precision approach radar will give CAA controllers detailed information of aircraft as they enter the approach area and move into the approach zone.

Controllers will observe whether aircraft are proceeding under previously announced flight plans, and if not, immediate steps can be taken to avoid confusion and delay issuing proper instructions.

According to the CAA, electronic distance measuring equipment for installation on a plane's instrument panel, has been flight tested and approved. This device is developed for use with the Very High Frequency radio range and the instrument landing system, already in use, to determine the exact distance in miles from the aircraft to the VHF range or touchdown point on the runway in coordination with the Instrument Landing System. Installation on aircraft will be available during 1949.

IT was pointed out that the Thermal Fog Dispersal System, the radar and electronics equipment are all units of a complete system and complement each other. With their coordinated use at Los Angeles Airport in 1949, pilots and Airport Traffic Controllers will assure more airlines schedule dependability. Cross checks by the different navigation systems will insure utmost safety and provide full confidence to pilots and ground personnel.

Already installed and operating are the Instrument Landing System and Neon Approach Light Lane and the Airport Traffic Control tower. As secondary aids for landing are both low Frequency and Very High Frequency radio range facilities operated from an Airway Communications Station on the airport. The radio ranges guide aircraft to the vicinity of the airport and from them, proper courses are laid out for a transition to the actual landing approach on the Instrument Landing System.

Upon arrival in the approach area, the Airways Communications Station turns the plane over to the Airport Traffic Control Tower and the approach and landing are made upon instructions of the Approach Controller via radio facilities.

Fido was first developed by the British during the early years of the war. They girdled fog-covered airports with high-consumption gasoline-fed flames. The system was highly successful, although costly, with a record of 2,486 aircraft and 15,000 airmen rescued. Then in 1944 the U. S. Navy installed similar systems in Amchitka, Aleutian Islands when preparations were made for the anticipated final assault on Japan.

Ebb 'n Flow

(Continued from Page 39)

qualify, and 25 percent of the crew members on the fishing boats must be natives. The deputy high commissioner reserves the right to increase this requirement. Companies issued temporary permits will be allowed to execute exploratory fishing until October 1, 1949. Copies of the regulations are available at the 11th Naval District Headquarters, San Diego, California.

Betrayal. The tuna clipper, *Sun Dial*, was flooded when a rusted seacock fell down on the job, while in her berth at the Sun Harbor Packing Company's unloading dock at the foot of Crosby Street, San Diego, California. The fire boat *Bill Kettner* spent the better part of six hours pumping out the vessel, after the incident was reported by a watchman about 4 a. m. Approximately 130 tons of frozen tuna, the difference of a full load, was partly thawed in the flooding. An un-estimated amount of damage was done to the engines and equipment.

Sanctuary. Commercial fishing in the Columbia river has been banned this year, during March and April. The restriction was announced the latter part of January by Arnie J. Suomela, master fish warden for Oregon, at Salem, and C. L. Anderson, acting director of fisheries for Washington, at Olympia. Because Spring Chinook salmon runs in the Willamette and Cowlitz rivers have not improved, despite closure, the action, according to authorities, seemed necessary again this spring. The two agencies have taken action to protect the Columbia River Blueback runs during June and July, a duplicate action was taken last year with encouraging results. Following, are the closed seasons announced for 1949: 1—No commercial fishing from noon, March 1, to noon April 30. 2—No commercial fishing on the Columbia River below Bonneville Dam from noon, June 15, to noon July 6, and no commercial fishing above Bonneville Dam from noon June 23, to noon July 14.

Legislation. By introducing authorization legislation that specifically indicates the site of a new building, in the Los Angeles harbor district, Rep. Cecil King (D-Calif.) has started the ball rolling for a new customs shack. One bill would authorize Federal Works Agency to obtain a location in the Los Angeles Harbor area, and the other would place the construction of the building in the hands of the F.W.A. A financial margin was set on the site

(Continued on Page 42)

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(Continued from page 41)

at \$1,000,000, and building cost was not to exceed \$6,600,000. King inserted the location directive in the bill to put the quietus on certain other groups that would have the building in downtown Los Angeles, or Wilmington, because it is equi-distant from Long Beach and San Pedro.

Regulations. Tentative approval of a divided fishing season was voted in by the Ketchikan halibut fleet recently, as recommended by the Seattle fleet. Vessel owners and fishermen of Ketchikan, asked for deputization of a part of the fleet, didn't like any further tax on motor fuel oil by the territorial legislature, and prescribed a reduction plan for future years. Ketchikan fishermen want Areas 2 and 3 to be open to halibut fishing the first 10 days of each month. The Seattle fleet recommended the first 8 days of every month for area 2, and the first 10 days for area 3, until quotas are filled. The proposed plan for future years calls for but one clearance a month for either area 2 or 3. To enforce halibut fishing regulations, the Ketchikan fleet favored deputizing 20 percent of the fleet. Validity of this authority is undetermined, but request was made for the set-up of the International Fisheries Commission, which will probably send it to the U. S. Fish and Wildlife Service and Coast Guard, under whose jurisdiction the request would fall.

Insurrection. Disregarding "idleness seniority" with local canneries, San Diego, California, tuna boats were steaming out to sea. The "seniority" plan was agreed upon in the February 1 settlement of the price dispute. Fishermen have turned their bows toward tuna banks, thereby ignoring the mutual agreement between local canneries, boat-owners, and A.F.L. Fishermen's Union, that boats would remain in port at least 60 days to stagger return to fishing banks. Boats had been tied up for varying periods of time. Now, the canneries anticipate a flood of tuna. Reports have it that Van Camp Sea Food Company, which had agreed to \$340 per ton, was the only cannery to have an active fleet during the price war, and, as a result, gained about 12 tuna clippers from competitive packers. Three clippers that formerly operated for San Diego canneries are now under contract to a Long Beach packer, California Sea Food Corp. The vessels are the 165-foot *Scarlet Queen*, the *Murgie Pearl*, and the *Helen Ann*.



Grade A

Stability and seaworthiness are built into every inch of the new 108 foot tuna clipper *Mary Jo* owned by Skipper Joe C. Rogers, Chief Engineer Bill Williams, and Associates of San Diego. The 190 ton capacity *Mary Jo* joined the ever-growing fleet of Martinac-built fish boats early in 1949. From stem to stern she stands as a symbol for sturdy dependability. Power is assured her by 465 HP Superior Diesel engine. Auxiliaries are two, a pair of 150 HP 75 kw Superior Diesel-generating sets.

Disaster. After a fruitless 3-hour search for the "mother ship," *Reina Del Mar*, the United States Coast Guard at San Diego, California, reported the vessel had sunk. Safe, meanwhile, was its crew of twelve persons, who were rescued from a skiff off the flaming *Reina Del Mar*, February 17. The tuna boat's distress signal was relayed to the Coast Guard by the fishing vessel *Sun Glow*. The *Reina Del Mar*, built in 1944, was en route to Mazatlan, when she caught fire about 50 miles southwest of Abrejo Point, Baja California. First Coast Guard plane to answer the S.O.S. was piloted by Lt. (jg) Henry Pfeiffer, who reported the vessel's superstructure destroyed, the fire still raging, and the sea too rough to land. The nearest ship was expected to be 8 hours away, but the freighter *Hoosier State*, headed for the Balboa Canal Zone, appeared unexpectedly, approached the blazing vessel, and rescued the entire crew of 12, including five San Diego County residents, and transferred them to the Army transport *General Derby*. Captain H. Newak Jr., skipper of the *Hoosier State* reported to the Associated Press in San Francisco, "The tuna ship is afire and expected to blow up at any minute." The *Reina Del Mar* carried supplies of high octane gasoline. Those aboard the tuna boat were listed as: John M. Radine, 37, of San Pedro; Wilbert Loverich, 43, San Diego; Oliver Russ, 59, San

Diego; Kenneth W. Hall, 47, San Diego; Louis J. Knafllich, 28, of Los Angeles; Eugene E. Donn, 36, of Chula Vista; Hugh L. McKenzie, 52, of Fargo, N. D.; Fernando Hernandez, 24, Costa Rica; Eduardo Maduro, 19, of Hollywood; Genaro Ramirez, 30, and Luis Garcia, 25, of Ensenada. The *Reina Del Mar*, a converted navy net tender, weighed 914 gross tons, had a 1500 horsepower diesel engine and was owned by John Martinolich of the Martinolich Shipbuilding Company, San Diego, California. The amount of loss has not been reported.

Exploration. The purse seiner, *North Cape*, began its 11,000-mile voyage into African waters, for the purpose of bolstering the Capetown South Africa, fishing industry. Five crew members and the vessel's captain, Otto Mohr, embarked from Los Angeles Harbor in the *North Cape*, which is to be used as the nucleus of a fleet of fishing boats for the Atlantic Fisheries Industries of Capetown. Captain Mohr reported large tuna banks were discovered off Capetown during the war, and that the Africans plan to duplicate Southern California plants in their industry.

Success. A British expedition in the Antarctic claims the highest whaling season since the war. Reported by the Whale Meat Advisory Bureau in Lon-

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haired Beatrice Birnel, a Tacoma girl whom he met in a grocery store. Since 1938, when "we took the step, she has given me the kind of hell I need," he admits, and the Petersons live in a rambling frame house at 5161 Visscher Street, Tacoma. They have two children, a girl, Joanne, 8, and a boy, Richard, 4. Peterson's penchant for "dressing things up" also is represented in his home. Among the rooms is an upstairs compartment that is fitted precisely like that of one of his boats, e. g., it has built-in bunks of mahogany, a curved ceiling with beams underneath, mahogany-equipped lighting fixtures and striped with chrome. A fast driver, he owns a Chrysler automobile, but never uses it except for pleasure or short drives. He is a confirmed air traveler, usually goes about dressed in a jacket and trousers that look like something the Marines wear for informal dress, likes to read Erskine Caldwell's stuff, cares very little for movies, and is apt, at any time he can slip away, to push off 500 miles or more into the Canadian or Alaskan interiors for a shot at moose, or other big game.

Ebb 'n Flow

(Continued from Page 42)

don, the *Balaena's* crew members said bigger and fatter whales had been sacked, making the oil yield the season's largest. Whale oil is priced at approximately \$360 a ton and plays a big part in maintaining Britain's fat and soap rations.

Rescue. Snowbound, a Wyoming highway patrolman, Marvin Leech, and two unidentified men were saved by Casper City, Wyoming, police after a relay of messages was started by a San Diego tunaboat radioman, William J. Vlyman, 34, of 4850 Jessie St. A crewman aboard the tuna boat *Sun Europa*, Vlyman intercepted the distress signal, and turned it in, while fishing in the Galapagos Islands, thousands of miles from the blizzard. The *Sun Europa* is now fishing in the islands west of Ecuador.

Preparation. With an eye on next season's salmon rush, Eureka, California, trawlers, and the larger craft of Humbolt Bay were outfitted with new refrigeration units and enlarged storage space. First in line to receive the delux

installations was the *Andrew Jackson*, owned and operated by Noel Franklin. Lloyd Daggett, and Alan Worley supervised a new Freon plant aboard the *Andy*. The *Sunland* and *Sitka* would undergo similar treatment.

Stumbling Blocks. January brought 15,525 tons of sardine deliveries into Los Angeles and Long Beach harbor. At Port Hueneme, California, purse seiners were rewarded little for their labors; because of cold weather the fish had gone far below the surface and could not be reached by the nets. The season's total here, through January 31, was 111,940 tons although the previous year's catch amounted to 80,543 tons.

New Hands. Carl D. Shoemaker, Conservation Director of the National Wildlife Federation was appointed by President Truman to the Water Pollution Control Advisory Board as the member "who shall have shown an active interest in the field of wildlife conservation," according to an announcement by President David A. Aylward, of the Federation. Shoemaker has

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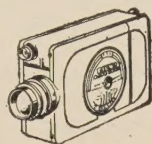
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(Continued from page 43)

had nearly 34 years' service in the wild-life field, first as head of both the fish and game commissions in Oregon, then for 17 years as Secretary of the Special Committee of the United States Senate on Conservation of Wildlife Resources; and, more recently, as Conservation Director of the Federation. He has taken an active interest in anti-pollution legislation, both in Oregon and the Federal field and was one of the many conservationists who urged the United States Congress to enact water pollution control measures.

Under the Taft-Barkley Act passed at the last session of Congress, there is established in the Public Health Service a Water Pollution Control Advisory Board, consisting of eleven members, five of whom are selected from government service representing the Surgeon General, the Secretary of the Army, the Secretary of the Interior, the Federal Works Administrator, and the Secretary of Agriculture. The other six members are presidential appointees, one of whom "shall be an engineer expert in sewage and industrial waste disposal," another "shall be a person who shall have shown an active interest in the field of wild-life conservation," the third "shall be a person representing municipal government," another shall represent State government, the fifth shall be a representative of affected industry, and the sixth appointed at large.

The other presidential appointees are: Mr. Thomas Berrigan, Director and Chief of the Sewage Division, Boston, Massachusetts; Mr. L. A. Danse of General Motors; Dr. Stanley B. Freeborn, Assistant Dean of the California College of Agriculture; Mr. Michael Klein of the Office of the President of the Borough of Manhattan; and Mr. Nath-

an T. Veatch, a consulting engineer of Kansas City. The members representing the Government are: Mr. Mark D. Hollis, Assistant Surgeon General who has been designated as chairman; Lt. Colonel Hugh M. Arnold of the U. S. Corps of Engineers; Mr. James W. Follin, Assistant Administrator of the Federal Works Agency; Mr. Milton C. James, Assistant Director of the Fish and Wildlife Service representing the Secretary of the Interior; and Mr. Ralph R. Will in the Administrative Office of the Secretary of Agriculture. A meeting of the Board will be held in the near future to organize and outline plans and activities. Conservationists should feel elated that their long battle to obtain Federal recognition of the pollution problem has reached this stage. Pollution, however, cannot be remedied overnight and it will take a number of years to make a dent in cleaning up the many waters which have been polluted for many decades with millions of tons of putrid and industrial waste.

Conquest. Southern California's tuna-fishing industry took in stride a wallop long expected: Invasion of Pacific fishing banks by vessels from the Gulf Coast. The move involved a mother ship and three fishboats, which headed out for the tuna banks off the west Coast of South America from Houston, Texas, in competition with Southern California fishermen who, last year, took their largest catches from that area. A million-dollar expedition, the boats were sent off by Oceanic Foods Company, Houston, Texas, and William Helis, Jr., of New Orleans. Oceanic Foods is owned by Charles Edwards, who said the catches would be, in the main, delivered to Pacific Coast packers; at least until his firm could complete a projected \$6,000,000 cannery at Houston.

Crofton Clinches Diesel Deal

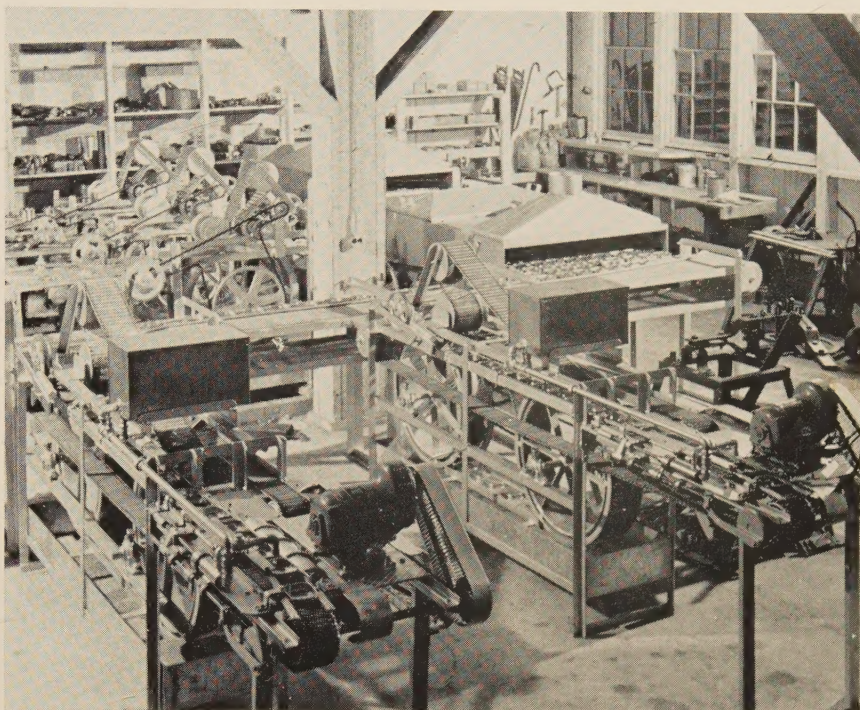
Coup. In San Diego, California, Burke Crofton, President of Crofton Diesel Engine Company, returned from a five-day plane trip to London with the announcement that, in the future, the Crofton name not only would adorn an excellent small diesel of British manufacture, but that his company had been chosen to handle its distribution throughout the United States. The unit, which would be marketed principally in the marine field, would be known as "Crofton 5/1 and 10/2 engine line," and the deal marked another coup by the astute Crofton; who had become, over a period of years, the despair of his more lackadaisical competitors. Features of the units: Plants of one and two-cylinder air and water cooled make-up; the one-cylinder rated at a conservative 5-HP at 1,500 RPM; the two-cylinder at 10-HP., 1,500 RPM. The units would be the first in America of the small diesel type, with a built-in hydraulic drive; competent observers said they would be the last word for marine stuff such as generating plants, air compressors, pumps and small refrigerating plants.

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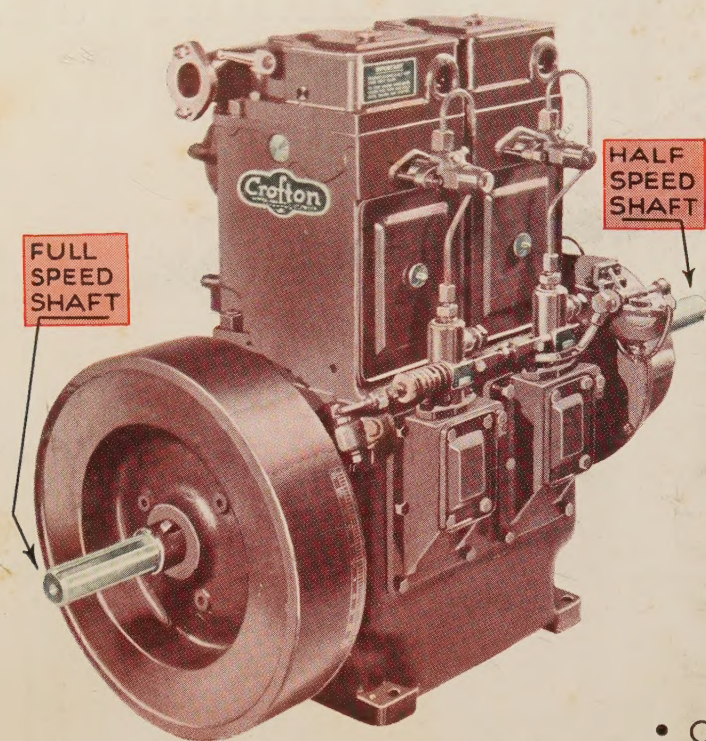
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